

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DESIGN & ENGINEERING SERVICES DIVISION, NORTHERN REGION

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June 20, 2003

Re: Glenn Highway, Milepost 172-189 Rehabilitation
Project IM-TEA-0A1-4(6)/60922

Mr. David C. Miller
Division Administrator
Federal Highway Administration
P.O. Box 21648
Juneau, Alaska 99802-1648

Attention: Edward J. DeCleva
Northern Region Liaison

Dear Mr. Miller:

The Alaska Department of Transportation and Public Facilities is proposing to rehabilitate, resurface, and restore the Glenn Highway from Milepost 173 to 189. The project includes replacement of the Tolsona Creek Bridge and the construction of a bike path from Moose Creek to the intersection with the Richardson Highway at Milepost 198.

This project qualifies as a Categorical Exclusion per FHWA 23 CFR 771.117(c). The document is attached for your review and signature.

If you have any questions please contact Bruce W. Campbell, Environmental Analyst, (907) 451-5294 or email bruce_campbell@dot.state.ak.us.

Sincerely,



David T. Bloom, P.E.
Preconstruction Engineer

BWC/dlt

cc: Colleen Ackiss, P.E., Engineering Manager, Design, ADOT&PF, Northern Region



State of Alaska Department of Transportation & Public Facilities
Statewide Design & Engineering Services

CATEGORICAL EXCLUSION CHECKLIST

Project Name: Glenn Highway MP 172-189 Rehabilitation

Project Number: 60922

I. Purpose of Project:

The existing Glenn Highway roadway surface between Milepost 172 and 189 is nearing the end of its useful life and is in need of rehabilitation to provide a safe, smooth driving surface and to reduce maintenance costs.

The project would:

- Rehabilitate 16 miles of the Glenn Highway from MP 172 near Tolsona Creek to the Richardson Highway Junction at MP 189 .
- Replace the Tolsona Creek Bridge (#552) at mile 172.8.
- Construct a bicycle/pedestrian path from Moose Creek east to the junction with the Richardson Highway.
- Construct a bicycle/pedestrian path along Aurora Drive to the Glennallen School complex.

II. Project Description:

Rehabilitation of the existing roadway shall consist of removal of up to one foot of the roadway, leveling with selected material, placing new base course, and resurfacing. Depth of removal depends on the condition of existing roadway materials and minor horizontal/vertical realignments to reestablish the original alignment and grade. Approaches shall be brought up to current design standards and ditches shall be reconditioned. Ditch reconditioning consists of shaping and dressing backslopes to restore positive drainage. Culverts shall be cleaned, extended or replaced as required.

The Tolsona Creek Bridge at MP 172.8 will be replaced. The existing bridge is 82-foot long and 45-foot wide. It will be replaced with a 116-foot long, 43-foot wide bridge on the existing horizontal alignment. A minor horizontal and/or vertical alignment change of the roadway (+/- 0.5 feet) may be required to match the new bridge grade. Additional work at the bridge will include guardrail and sign replacement.

A bicycle/pedestrian path will be constructed on the north side of the Glenn Highway from Moose Creek to the Richardson Highway Junction. A pathway extension will be constructed from the Glenn highway along the west side of Aurora Drive, to the Glennallen School complex. The path will be separated from the highway surface except where it crosses roadway intersections and commercial approaches. Cross culverts will be

extended or installed in the separated path sections where conditions merit. Four utility poles and three highway signs will be relocated north of the path an average of 20 feet.

The project is located in the Gulkana A-3 and A-4 Quadrangles, between approximately 1450 28' W Longitude 620 6' N Latitude and 1450 58' W Longitude 620 6' N Latitude. It is located in sec. 19, T4N, R1W; sec. 19, 20, 21, 22, 23, 24, T4N, R2W; sec. 19, 20, 21, 22, 23, 24, 25, T4N, R3W; and sec. 21, 22, 23, 24, 25, 26, 27, 28, T4N, R4W; Copper River Meridian.

The following areas have been identified as wetlands within the project limits. This list consists of only those areas on the north side of the highway where construction impacts may occur. Project stationing increases from east to west beginning at the intersection of the Glenn and Richardson Highways (JCT) with station "O"100+00.

- Ditch section beginning at "O"105+72 approximately 600 feet west of the JCT and ending at "O"127+73 the Glennallen Community Chappel, approximately 2,200 feet.
- Ditch section between the residential approach at "O"165+82 and the east approach for the Hitching Post at "O"168+26, approximately 250 feet.
- Ditch section between the west approach for the Hitching Post at "O"171+15 and the intersection for Aspen Street at "O"187+74, approximately 1,650 feet.
- Ditch section between the intersection of Sanford Drive at "O"214+78 and the BLM approach at "O"220+41, approximately 550 feet.

Work in these areas will include ditch reconditioning, culvert extensions and cleaning, pedestrian/bike path construction, and slope seeding.

The path will be separated from the road between intersections and commercial approaches with the exception for the sections where safety considerations, high embankment fill or difficult drainage conditions require that it be attached to the shoulder of the road. Cross culverts will be installed in the separated path sections where conditions merit.

Highway culvert work is as follows:

"O"106+00 – extend 20'

"O"109+60 – extend 35'
 "O"166+71 – extend 20'
 "O"177+51 – replace
 "O"185+15 – extend 30'
 "O"217+26 – extend 40'
 "O"243+23 and "O"243+49, Moose Creek, - replace

Culverts at "O"177+51, "O"243+23 and "O"243+49, Moose Creek, will be constructed to provide fish passage and may experience some in-stream impacts during construction. Typical work will include construction of inlet aprons, outlet energy dissipating/resting pools, and placing channel grade control weirs as required. Additional work could include grading the existing channel to reestablish the natural stream gradient.

Bridge replacement includes excavation of the existing approach embankment at both of the existing abutments and construction of the new abutments plus placement of protective riprap.

III. Alternatives to Proposed Action: *(required for any consequence category with an asterisk *):*

Alternatives considered in the pre-engineering design:

- 1) Glenn Highway = no build alternative.
- 2) Tolsona Creek Bridge = no build alternative.
- 3) Bicycle/Pedestrian path = a) path location alternatives included both the north, south or both sides of the Glenn Highway. B) path design alternatives included shared roadway (bike lane), shared use path, and a shared use path combined with sidewalk curb and gutter through town. C) Other alternatives include various path termini and highway crossings.

The preferred alternative best meets the project purpose and need.

IV. Environmental Consequences: *Complete the following. For each "yes," describe the magnitude of the impact and the potential for significant impact (based on context and intensity). Attach appropriate supporting documentation (e.g. Wetlands Finding, EFH Assessment, and Conceptual Stage Relocation Study).*

A. Right-of-Way Impacts

1. Additional right-of-way required:

a. Permanent easements required.

(1) Estimated no. of parcels: ()

b. Full or partial property acquisition required.

NA YES NO

☐ ☐ ☒

☐ ☐ ☒

(1) Estimated no. of parcels: (_____)

c. Property transfer from a State or Federal agency required.

☐ ☐ ☒

(1) List agency(ies) in no. 3 below:

d. Business or residential relocations required.

☐ ☐* ☒

(1) No. of relocations: (_____)

(2) Type of relocation: Residential _____ Business _____

(a) Residential (indicate number _____)

(b) Business (indicate number _____)

e. Last resort housing required.

☐ ☐ ☒

2. Minorities or disadvantaged persons disproportionately affected (E.O. 12898).

☐ ☐ ☒

3. Describe Impact:

No impact.

B. Social Impacts:

NA YES NO

1. The project will affect neighborhoods or community cohesion for the various social groups.

☐ ☐ ☒

2. The project will affect travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian).

☐ ☐ ☒

3. The project will affect school districts, recreation areas, churches, businesses, police and fire protection, etc. Include the direct impacts and the indirect impacts that may result from the displacement of households and businesses.

☐ ☐ ☒

4. The project will impact the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged.

☐ ☐ ☒

5. Describe the impacts, if any.

The proposed bicycle/pedestrian path is at the request of community for the purpose of increasing community cohesion and providing for bike and pedestrian traffic. It will provide a designated area for bicyclists, pedestrians, elderly, and the handicapped. It will provide connectivity between schools, recreation areas, churches and businesses.

C. Economic Impacts:

NA YES NO

1. The project will have economic impacts on the regional and/or local economy, such as effects on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales.

☐ ☐ ☒

2. The project will affect established businesses or business districts.

☐ ☐ ☒

3. Describe impacts, if any.

The project is expected to have a positive impact on the local economy. The Alaska Department of Community Development and the Greater Copper Valley Chamber of Commerce indicate that the project will increase utilization of local convenience businesses by residents and tourists. Roadway repairs and approach upgrades will provide easy access for large recreational vehicles. The path provides a connection between businesses and local camping facilities.

D. Local Land Use and Transportation Plan:

- | | <u>NA</u> | <u>YES</u> | <u>NO</u> |
|---|-------------------------------------|--------------------------|--------------------------|
| 1. Project consistent with local land use plan. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Project consistent with local transportation plan. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Project would induce adverse secondary and cumulative effects. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Describe any adverse effect to the local transportation and land use plan, including secondary and cumulative effects. | | | |

There is no local land use plan or transportation plan.

E. Cultural Resources Impacts:

- | | <u>NA</u> | <u>YES</u> | <u>NO</u> |
|--|-------------------------------------|--------------------------|-------------------------------------|
| 1. Cultural resources present in the project area. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. National Register listed eligible/potentially eligible sites in project area. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Adverse effect to cultural resource. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Project covered under 3/17/86 DOT&PF/SHPO Letter of Agreement, and is in compliance with 1999 ACHP regulations. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Describe cultural resources impacts: | | | |

F. Wetlands Impacts: (If "yes," resource coordination required).

- | | <u>NA</u> | <u>YES</u> | <u>NO</u> |
|--|---|-------------------------------------|--------------------------------|
| 1. Project involves wetlands as defined by the U.S. Army Corps of Engineers. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Wetlands delineated in accordance with DOT&PF/FHWA/COE Agreement. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Acres: <u>4.3</u> | | | |
| 4. Fill quantities: <u>20,000</u> Cubic Yards | | | |
| 5. Dredge quantities: <u>2,500</u> Cubic Yards | | | |
| 6. COE authorization anticipated: <input type="checkbox"/> None | Type: <input checked="" type="checkbox"/> NWP | <input type="checkbox"/> Individual | <input type="checkbox"/> Other |
| 7. Describe Wetlands Impact: | | | |

The following areas have been identified as wetlands within the project limits. This list consists of only those areas on the north side of the highway where construction impacts may occur. Project stationing increases from east to west beginning at the intersection of the Glenn and Richardson Highways (JCT) with station "O"100+00.

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- Ditch section between the west approach for the Hitching Post at "O"171+15 and the intersection for Aspen Street at "O"187+74, approximately 1,650 feet.
- Ditch section between the intersection of Sanford Drive at "O"214+78 and the BLM approach at "O"220+41, approximately 550 feet.

Work in these areas will include ditch reconditioning, culvert extensions and cleaning, pedestrian/bike path construction, and slope seeding.

The wetlands are part of the cleared ditch adjacent to the Glenn Highway. They have standing water in 4x4, track vehicle, and 4-wheeler tracks for a sufficient period of time to be classified as low-functional value wetlands. The wetlands are intermittently flooded willow and grassy swales and ditches. Locating the bicycle/pedestrian path on the north side places it where the soils are generally dryer year round, and dry out faster in the spring. Locating the path on the north side minimizes impacts to wetlands.

Approach improvements include minor vertical profile adjustments which, in some cases, will increase the embankment fill in the highway ditch. The impact of this fill is minimal. Ditch grading and culvert repairs will improve drainage from the north side to the south side matching existing conditions.

8. Wetlands Finding:

- | | <u>NA</u> | <u>YES</u> | <u>NO</u> |
|---|--------------------------|-------------------------------------|-------------------------------------|
| a. Are there practicable alternatives to the proposed construction in wetlands?
(If "yes," the project cannot be approved as a CE) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project include all practicable measure to minimize harm to wetlands? (If "no," the project cannot be approved as a CE) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Only Practicable Alternative: Based upon the evaluation of avoidance and minimization alternatives, there are no practicable alternatives that would avoid the project impacts to wetlands. The project includes all practicable measures to minimize harm to the affected wetlands that would result from its construction. (If "no," the project cannot be approved as a CE) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

G. Fish & Wildlife:

- | | <u>NA</u> | <u>YES</u> | <u>NO</u> |
|--|--------------------------|---------------------------------------|-------------------------------------|
| 1. Anadromous or Resident Fish Present: | <input type="checkbox"/> | <input checked="" type="checkbox"/> * | <input type="checkbox"/> |
| a. Effect to spawning habitat. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Effect to rearing habitat. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Effect to migration corridors. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Adverse effect to subsistence species. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Essential Fish Habitat (EFH): | | | |
| a. EFH present in project area. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Project may adversely affect EFH (If "yes," attach EFH Assessment). | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| c. Project includes NMFS conservation recommendations (describe in 5). | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Wildlife Resources (game/subsistence species): | | | |
| a. Project in area of high wildlife/vehicle accidents. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Project would bisect migration corridors. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Project would segment habitat. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Project would affect species of concern to ADF&G. | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| 4. Bald Eagle and Golden Eagle Protection Act: | | | |

a. Project slope limits are within 100 meters of eagle nesting tree.

☐ ☐* ☒

b. Project would adversely affect eagles or their nests.

☐ ☐* ☒

5. Describe adverse effects:

Tolsona Creek Bridge will be replaced. Tolsona Creek is a listed anadromous stream, ACS # 212-20-10080-2431-3082 downstream of the bridge. Lengthening the bridge 20-feet will provide a wider cross-section area of flow at the creek crossing. This reduces the existing constriction at the crossing and improves the flow condition by reducing flow velocity. The new span will not require the driving of piling in the riverbed. No impacts are anticipated, a net benefit would result.

The project will also improve or repair existing culverts to enhance fish passage where needed. The Alaska Department of Fish & Game has identified the Moose Creek culvert battery as an impediment to fish passage and has raised the issue of replacing the existing culverts with a bridge. Preliminary engineering indicates that a new culvert battery is needed. The bike path will terminate at the upstream side of the Moose Creek crossing, at the request of the local ADF&G staff, to enhance access for recreational fishing for grayling.

The project will not have an adverse individual or cumulative effect on Essential Fish Habitat.

H. Threatened and Endangered Species (T&E):

NA YES NO

1. Listed T&E species present.

☐ ☐ ☒

2. T&E species migrate through the project area.

☐ ☐ ☒

3. Category II species present in project area.

☐ ☐ ☒

4. Project not likely to adversely affect (informal consultation required)

☐ ☐ ☒

5. Project may adversely affect (formal consultation required)

☐ ☐* ☒

6. Project would jeopardize a T&E species.

☐ ☐ ☒

7. Biological Assessment attached.

☒ ☐ ☐

8. Describe adverse effects to T&E species.

None

I. Water Body Involvement:

NA YES NO

1. Project affects a water body.

☐ ☒* ☐

2. Project affects a navigable water body (as defined by USCG).

☐ ☐ ☒

3. Project affects navigable Waters of the U.S. (as defined by the Corps).

☐ ☐ ☒

4. Project affects a Cataloged Anadromous Fish Stream (i.e., 16.05.870).

☐ ☒ ☐

5. Proposed river or stream involvement: Bridge ☒ Culvert ☒ Embankment Fill ☐

Relocation ☐ Diversion ☐ Temporary ☐ Permanent ☐

6. Type of stream or river habitat impacted: Spawning ☐ Rearing ☐ Pool ☐

Riffle ☒ Undercut bank ☐

8. Describe impacts and significance:

The Tolsona Creek Bridge will be replaced. Tolsona Creek is not on the USCG list of navigable rivers in Alaska (April, 2000). Tolsona Creek does not have a history of use by commercial or recreational boaters. The Tolsona is a tributary of the Tazlina River, a listed navigable river. The Tolsona is not large enough to be used for rafters or kayakers to access the Tazlina River. The USCG has been asked, through the FHWA, to concur with ADOT's determination that Tolsona Creek is not a navigable stream.

Tolsona is a listed Anadromous fish stream. The new bridge will be longer than the existing bridge. The increased length may help reduce the build-up of overflow ice immediately upstream of the bridge that occasionally backs-up into private property. It's replacement would be a net benefit to fish habitat.

Moose Creek has been identified as containing grayling and other resident fish.

J. Alaska Coastal Management Program (ACMP):

	<u>NA</u>	<u>YES</u>	<u>NO</u>
1. Project within the Alaska Coastal Management Program boundary.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Project within a local coastal management district.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Project consistent with local and State coastal management policies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

K. Hazardous Waste:

	<u>NA</u>	<u>YES</u>	<u>NO</u>
1. Known or potentially contaminated sites along the corridor.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. ROW required from, or extensive excavation adjacent to, a known HW site.	<input type="checkbox"/>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
3. The existing and/or proposed ROW is contaminated.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Potential for encountering hazardous waste during construction is high.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Discuss significance of any "yes" marked in 1-4.			

ADEC LUST database includes three sites with locations along the Glenn Highway between MP 172 and 189. The Chevron-Glennallen site at MP 186 and the ADF&G Office at MP 186.5 are both located on the south side of the highway and are not expected to be within the limits of the road improvements or the proposed bicycle/pedestrian path construction (ADEC staff lead for the site is Janice Wieggers, (907) 451-2127. The Hub of Alaska site at MP 189 Glenn Highway is the starting point for the path. Path construction will start at the southwest corner of the Hub of Alaska gravel pad and parking lot. ADEC staff lead for the HUB site is Amanda Dreyer. Ms. Dreyer said the file for the site was not available and the status of remediation at the Hub site is not known.

In an email on 5/27/03, Janice Wieggers stated: "The ADEC agrees that there does not appear to be known contamination associated with Leaking Underground Storage Tanks at these locations that would be encountered during the described road work; however, the presence of surface or near surface contamination that we are not aware of is possible. If areas of suspected contamination is encountered during excavation activities, the ADEC must be notified and the suspect material should be placed on a liner for further screening and sampling. If contamination is found, ADEC approval will be necessary prior to disposal."

The potential for encountering fuel-contaminated soils within the project area is low.

L. Air Quality Impacts (NEPA and Conformity):

NA YES NO

a) NEPA (all projects):

1. The project is located in an air quality nonattainment area (i.e. CO or PM-10). ☐ ☐ ☒
 If yes, indicate CO ☐ or PM-10 ☐ and complete a) 2-6 and section b).
2. The project is of the type exempt from an air quality analysis per 40 CFR 93.126 (Table 2 and Exempt Projects). ☒ ☐ ☐
3. The project does not increase the number of driving lanes. ☒ ☐ ☐
4. The projected level of service (LOS) for the project is LOS "C" or better for intersections affected by the project. ☒ ☐ ☐
5. If the project is located in an air quality attainment area or in a nonattainment area for CO or PM-10 and the answer to a) 2, 3 or 4 is yes, it can be concluded that the project will not result in a significant air quality impact. ☒ ☐ ☐
If the answer to a) 2, 3, or 4 is no, complete a project level CO analysis and answer a) 6 or complete a qualitative PM-10 analysis and answer a) 7 to determine significance.
6. A CO analysis was completed and found the CO concentrations were below the 1-hour NAAQS of 35 ppm and 8-hour NAAQS of 9.0 ppm. ☒ ☐ ☐
If yes, the project will not result in a significant air quality impact.
7. The project was analyzed and found to not cause or contribute to any new localized PM-10 violations or increase the frequency or severity of any PM-10 violations. *If yes, the project will not cause a significant air quality impact.* ☒ ☐ ☐

b) Conformity (projects in nonattainment areas only):

1. The project is identified in the approved STIP. ☒ ☐ ☐
2. The project is in the most current air quality conformity (i.e. TIP). ☒ ☐ ☐
3. Have there been any changes in the project design concept and scope, as described in the STIP and TIP conformity analysis? ☒ ☐ ☐
4. If yes to #3, describe changes.
5. A CO analysis was completed and found the CO concentrations were below the 1-hour NAAQS of 35 ppm and 8-hour NAAQS of 9.0 ppm that is necessary to protect public health. ☒ ☐ ☐
6. The project will not cause or contribute to any new localized PM-10 violations or increase the frequency or severity of any PM-10 violations. *If no explain.* ☒ ☐ ☐

7. If the answers to a) 2-5 or a) 6 are yes and b) 1-5 are yes, it can be concluded that the project is in conformance with 40 CFR Part 93.

☒ ☐ ☐

M. Floodplains Impacts (23 CFR Part 650, Subpart A):

NA YES NO

1. Project encroaches onto the 100-year floodplain. ☐ ☒* ☒
2. Project would increase the backwater elevation of the 100-year floodplain one foot or greater. ☐ ☐ ☒
3. Project involves a regulatory floodway. ☐ ☐ ☒
4. Project is located within an area protected by local flood hazard ordinances. ☐ ☐ ☒
5. Flood hazard permit is required from local government. ☐ ☐ ☒
6. The proposed project conforms to applicable Federal, State and local floodplain protection standards. ☒ ☐ ☐
7. Project is consistent with E.O. 11988 (i.e. Floodplain Protection). ☒ ☐ ☐
8. Describe Impact:

N. Noise Impact (23 CFR Part 772):

NA YES NO

1. There are noise sensitive receivers/land uses adjacent to the proposed project (e.g. residences, businesses, schools, parks, etc.). ☐ ☐ ☒
2. Project would result in substantial changes in vertical or horizontal alignment. ☐ ☐ ☒
3. The number of through lanes or the project itself will create a noise impact. ☐ ☐ ☒
4. Noise analysis demonstrates potential noise impacts. ☐ ☐ ☒
5. There are feasible and reasonable measures that can reduce impacts. ☐ ☐ ☒
6. Local noise permit required. ☐ ☐ ☒
7. Project is a Type 1 Activity. ☐ ☐ ☒
8. Project is a Type 2 Activity. ☐ ☐ ☒
9. If a noise impact is identified, has the abatement measure listed in 23 CFR 772.13(c)(1-5) for Type 1 and 2 projects been considered? ☐ ☐ ☒
10. Describe noise impact and abatement measures (if applicable):

O. Water Quality Impact:

1. Project would involve a public or private drinking source. If "yes," explain.
2. Project would result in a discharge of storm water to Waters of the U.S.
3. Project would affect a designated impaired water body. If "yes," go to "a."
 - a. List name(s) and location(s):

NA	YES	NO
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4. How many acres of ground-disturbing activities will result from the project?

74 acres.

5. Is there a municipal separate storm sewer system (MS4) NPDES permit or will runoff be mixed with discharges from an NPDES permitted industrial facility? If

NA	YES	NO
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

"yes," NPDES permit # _____

6. Discuss any "yes" marked in 1-5.

P. Permits and Authorizations:

1. Corps, Section 404/10:
2. Coast Guard, Section 9:
3. ADF&G, Title 16:
4. Flood Hazard:
5. ADEC 401:
6. ADEC Storm Non-domestic Storm Water Disposal Plan Approval:
7. DGC, ACMP:
8. Other. If "yes," list.

NA	YES	NO
<input type="checkbox"/>	<input checked="" type="checkbox"/> *	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

An EPA NPDES Storm Water Permit for Construction will be applied for prior to construction activity on the project.

V. Construction Impacts:

1. Temporary degradation of water quality.
2. Temporary stream diversion.
3. Temporary degradation of air quality.
4. Temporary delays and detours of traffic.
5. Temporary impact to businesses.
6. Other construction impacts, including noise.
7. Describe construction impacts:

NA	YES	NO
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction impacts are temporary in nature and may include minor air and water quality degradation, traffic delays, restricted access to businesses and increased noise. These will be mitigated using erosion and sediment control BMP's and a traffic control plan.

VI. Section 4(f)/6(f):

- | | <u>NA</u> | <u>YES</u> | <u>NO</u> |
|--|-------------------------------------|----------------------------|-------------------------------------|
| 1. Section 4(f) properties affected by the proposed action. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. There would be a "use" of any land from these 4(f) properties. | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| 3. Section 6(f) properties affected by the proposed action. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Funds from the Land and Water Conservation Fund Act (LWCFA) were used for improvement to the 6(f) property. | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| 5. Use of 6(f) property is a conversion of use per Section 6(f) of the LWCFA. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Project is adjacent to a Section 4(f) resource. If "yes," consult with the FHWA Area Engineer to determine applicability of "constructive use." | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Describe the type of involvement. <i>Coordinate with the land manager and attach appropriate documentation (i.e. Section 4(f) Evaluation).</i> | | | |

There is a lot on the south side of the Glenn Highway lot that has been donated to the community for development as a recreational facility while the path is located on the north side of the facility. The donated lot is yet to be developed into a recreational facility. There are existing ball fields and recreational equipment located north of the Glenn Highway near the end of the proposed path. The ball fields are separated from the bike path by a short gravel road. The project does not impact either parcel. The project would enhance community access to the ball fields, and past the recreational lot if developed.

VII. Comments and Coordination:**1. Public/Agency Involvement:**

a. Meeting(s):

b. Newspaper Ad(s):

c. Newspaper Names: Anchorage Daily News, Copper Valley Weekly, Copper River Times, KCAM Radio in Glennallen, ADCD e-mail notice, fliers, newsletters, email list of participants, phone calls to interested individuals.

d. Scoping Letters:

e. Scoping Meeting:

f. Field Review:

Discussion: *Describe comments and coordination efforts taken for this project. Discuss pertinent issues raised during scoping or public meetings, and comments received from the public and government agencies. Attach applicable correspondence.*

Two meetings have been held in Glennallen October 3, 2001 and July 31, 2002. The BLM, local ADF&G, ADCED and other agencies attended and participated in the meetings. Newspaper ads and articles have described the project and solicited comments. Comments have been supportive. Controversy has focused on locating the bicycle/pedestrian path on either the north or south side of the highway. A business owner on the south side appeared to be concerned that the south side location might make her parking lot smaller, it would not. Preliminary engineering design selected the north side.

VIII. Environmental Commitments, Mitigation Measures:

<u>NA</u>	<u>YES</u>	<u>NO</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1. List environmental commitments or mitigative measures:

Improve culverts for fish migration.

Erosion and sediment control BMP's will be implemented during construction. New side slopes and embankments will be stabilized to minimize erosion. Areas disturbed by the project will be seeded as appropriate to prevent erosion and to facilitate revegetation.

IX. Environmental Documentation Approval:

<u>YES</u>	<u>NO</u>
------------	-----------

- | | | |
|--|-------------------------------------|--------------------------|
| 1. Project qualifies as a Categorical Exclusion, per 23 CFR 771.117 (if project does not qualify as a CE, consult with the FHWA Area Engineer. Do not complete 2-4). | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. This project qualifies as a Categorical Exclusion, per FHWA 23 CFR 771.117(c). | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. This project qualifies as a Categorical Exclusion, per FHWA 23 CFR 771.117(d). | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. This project meets the criteria for programmatic approval under a Programmatic CE Agreement between FHWA and DOT&PF. | <input type="checkbox"/> | <input type="checkbox"/> |

5. Prepared by: Bruce W. Campbell Date: 6/11/03
Bruce W. Campbell, Environmental Analyst

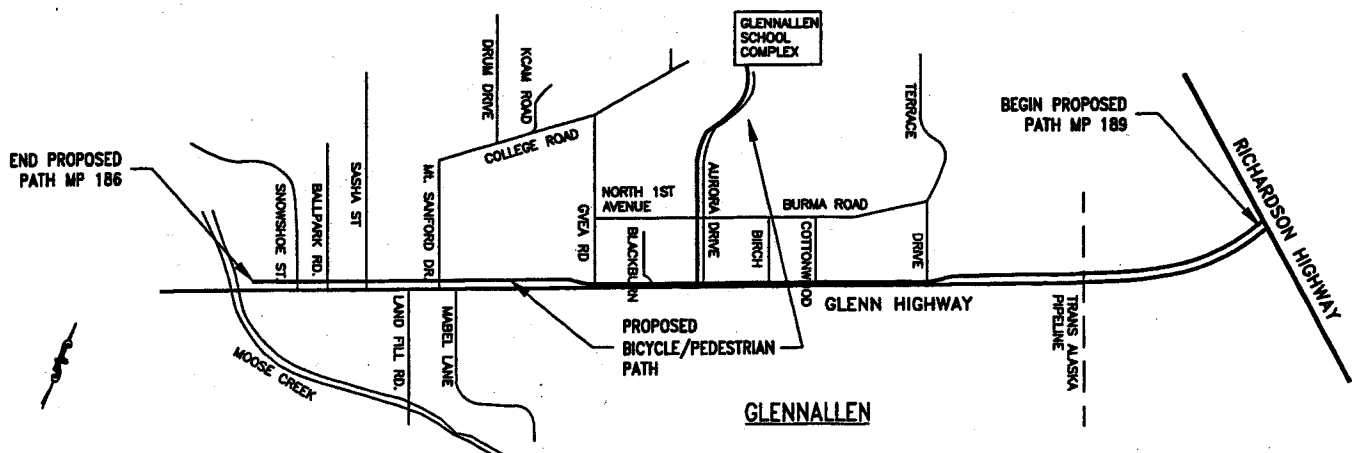
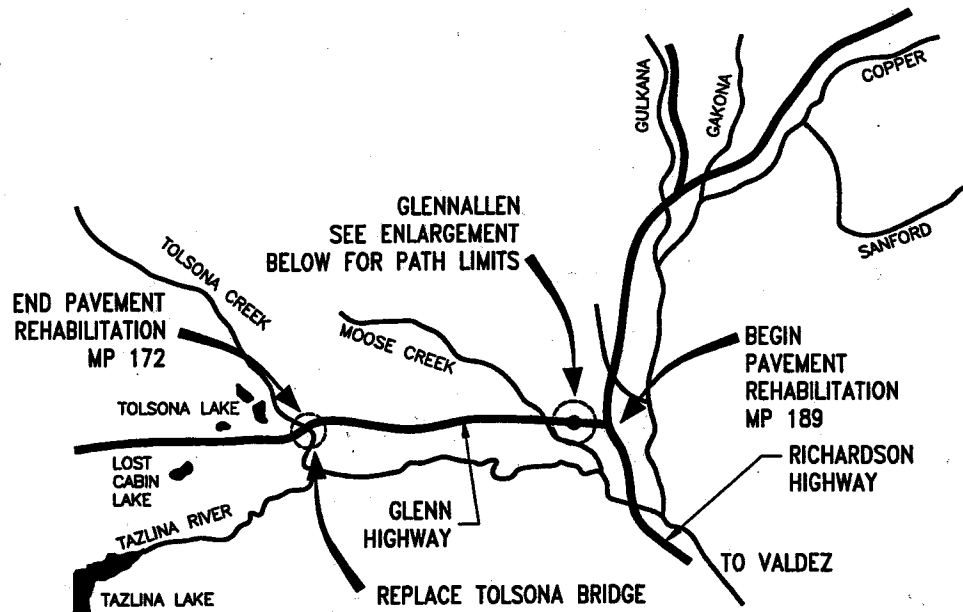
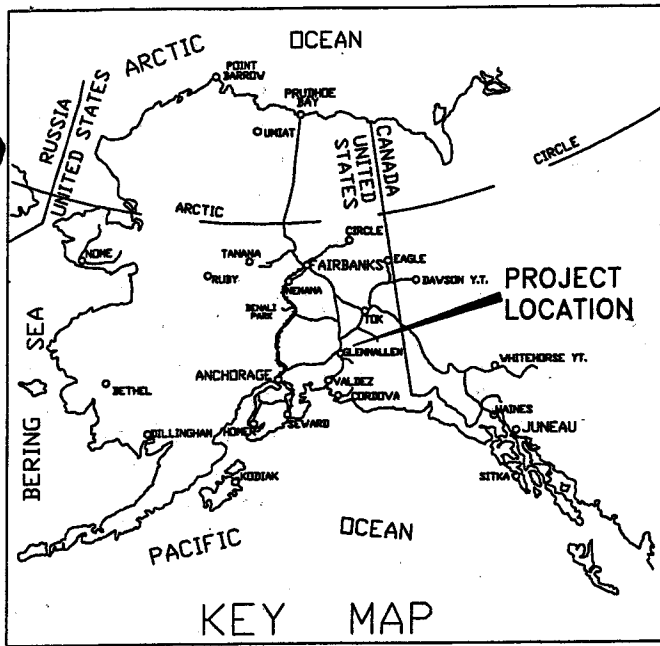
6. Reviewed by: Colleen Ackiss Date: 06/17/03
Colleen Ackiss, PE, Engineering Manager

7. Approved by: Joseph H. Keeney Date: 6-20-03
for Patti Wightman, No. Regional Environmental Coordinator

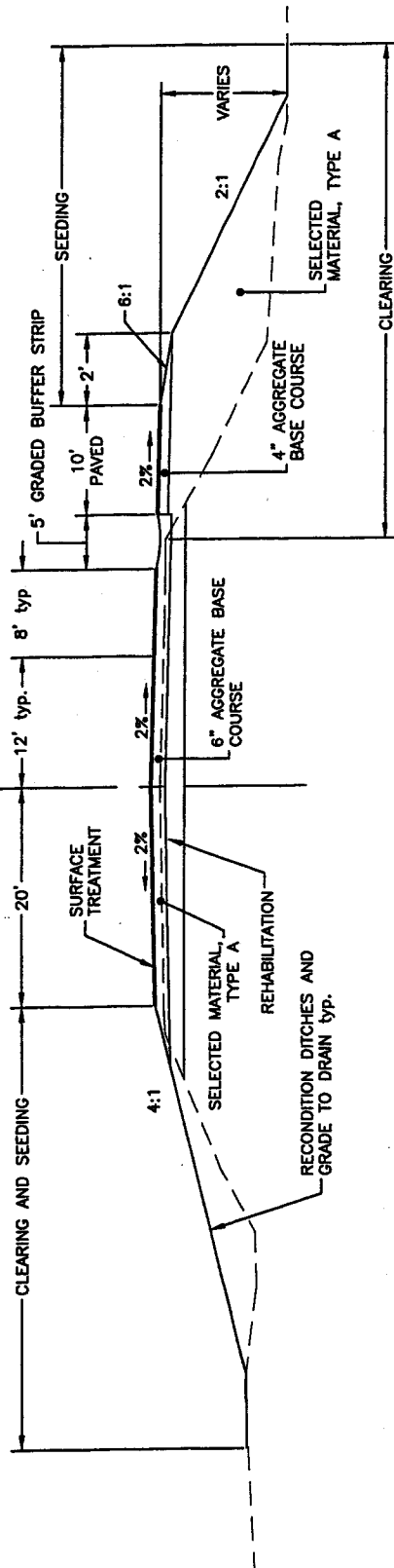
8. Approved by: [Signature] Date: 7/7/2003
FHWA Area Engineer (required only for non-programmatic CEs)

GLENN HIGHWAY MP 172 - 189 REHABILITATION LOCATION & VICINITY MAPS

60922/IM-TEA-OA1-4(6)

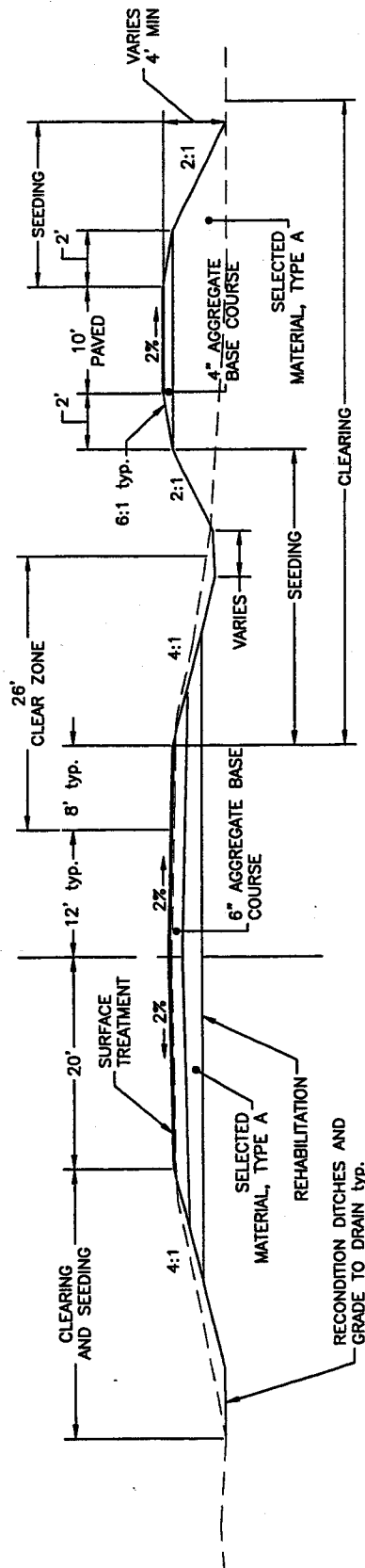


CL



GLENN HIGHWAY TYPICAL I REHABILITATION WITH ATTACHED
BICYCLE/PEDESTRIAN PATH
APPROX. STATION "O"100+00 TO "O"105+20, INTERSECTIONS,
AND COMMERCIAL APPROACHES

CL



GLENN HIGHWAY TYPICAL II REHABILITATION WITH
SEPARATED BICYCLE/PEDESTRIAN PATH
APPROX. STATION "O"105+20 TO "O"242+60

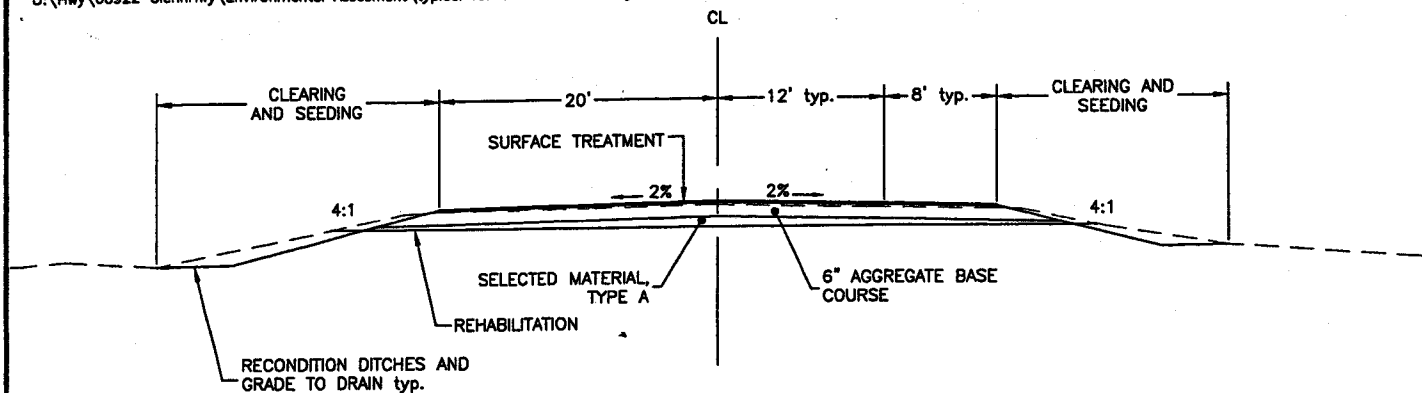
NOT TO SCALE

GLENN HIGHWAY
MP172-189 REHABILITATION

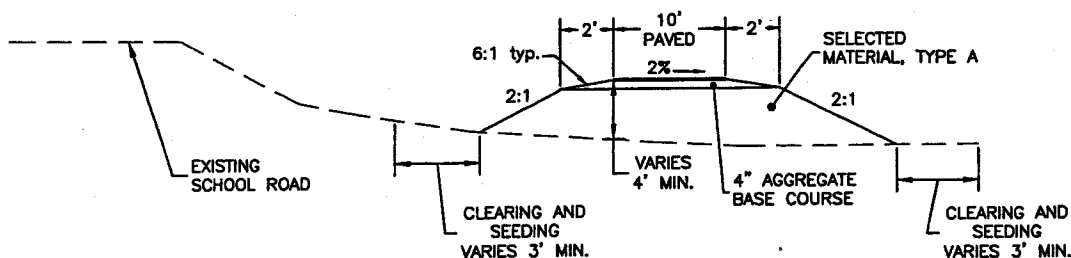
APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

TYPICAL SECTIONS

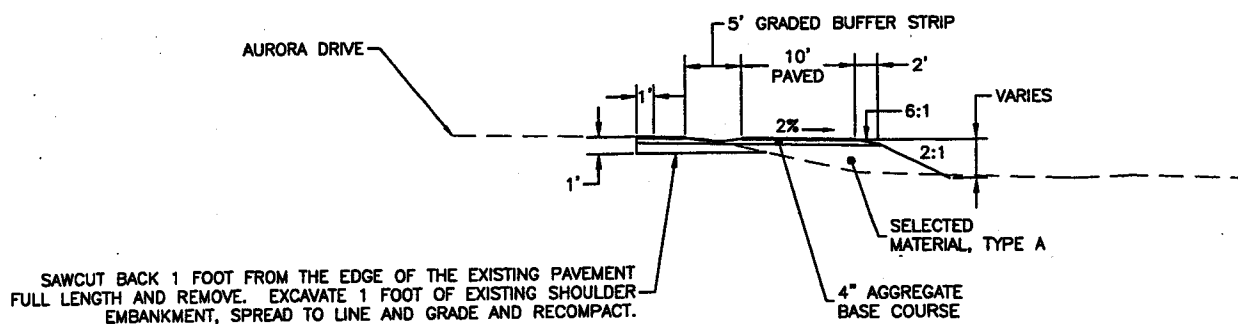
DATE: 05/22/03 SHEET 1 OF 2



GLENN HIGHWAY TYPICAL III REHABILITATION
APPROX. STATION "O"242+60 TO "O"1012+60



AURORA DRIVE TYPICAL II SEPARATED BICYCLE/PEDESTRIAN PATH
APPROX. STATION "A"18+30 TO "A"31+90



AURORA DRIVE TYPICAL I ATTACHED BICYCLE/PEDESTRIAN PATH
APPROX. STATIONS "A"10+00 TO "A"18+30

GLENN HIGHWAY
MP172-189 REHABILITATION

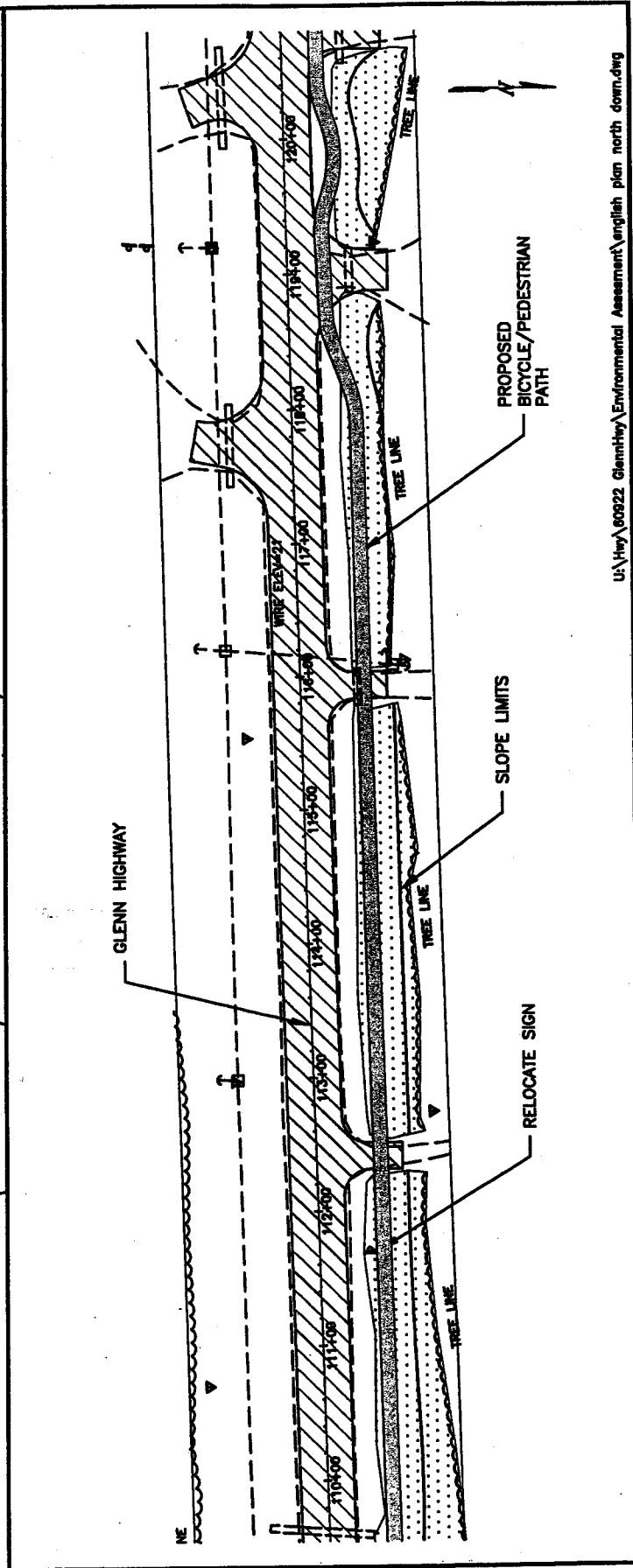
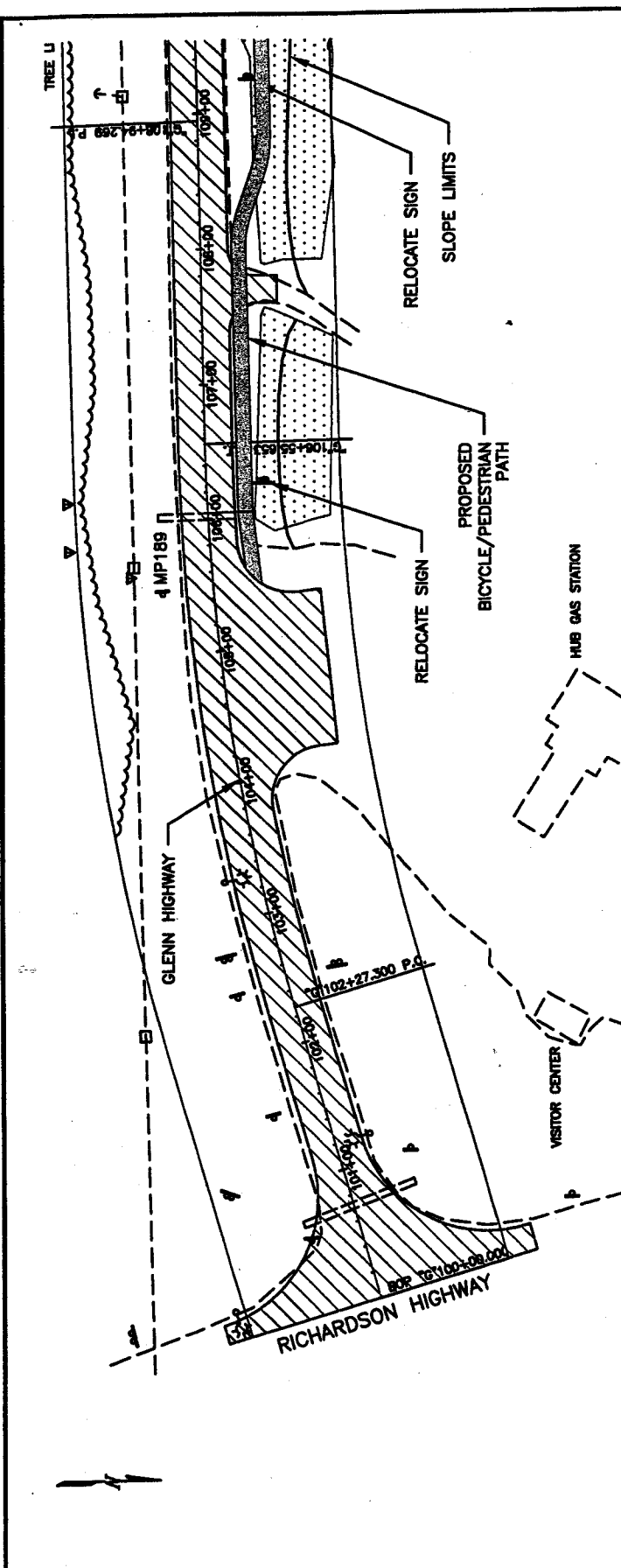
APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

TYPICAL SECTIONS

NOT TO SCALE

DATE: 05/22/03 SHEET 2 OF 2

c12122



KEY:



WETLANDS



ROAD
REHABILITATION



BICYCLE/PEDESTRIAN
PATH

NOT TO SCALE

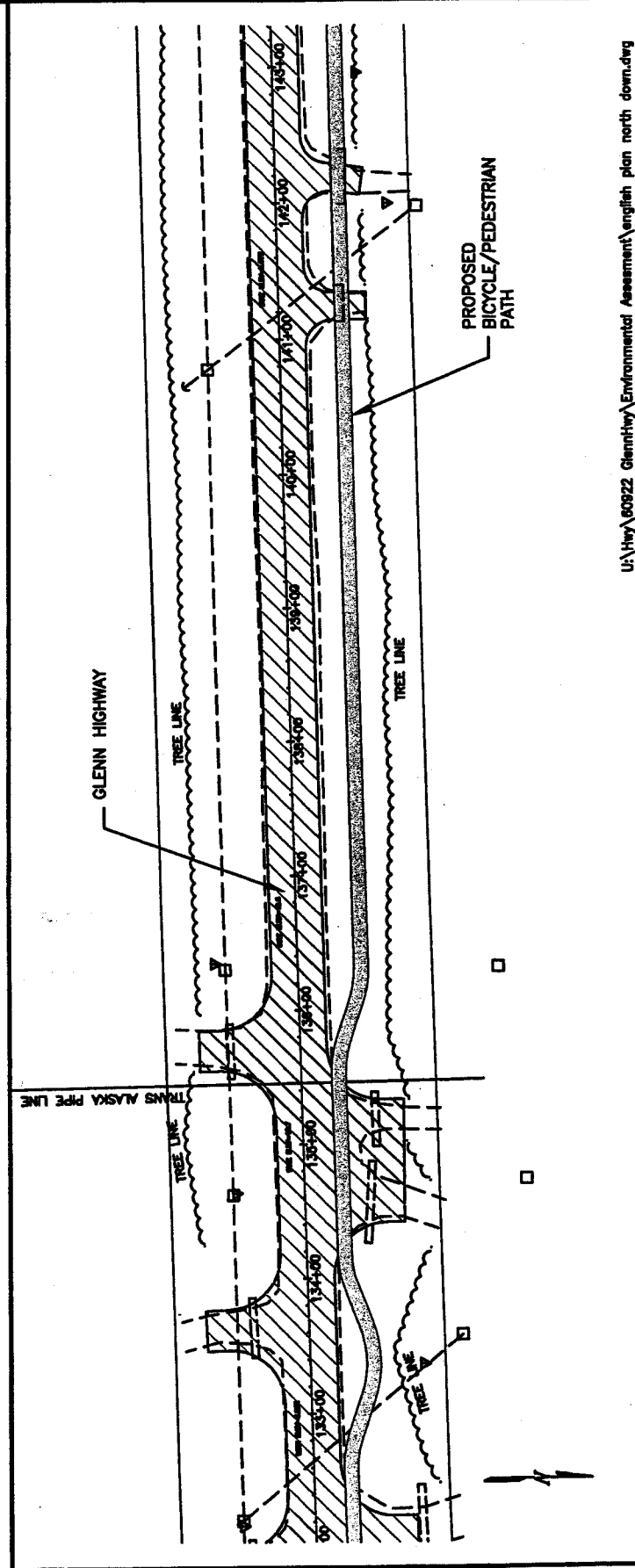
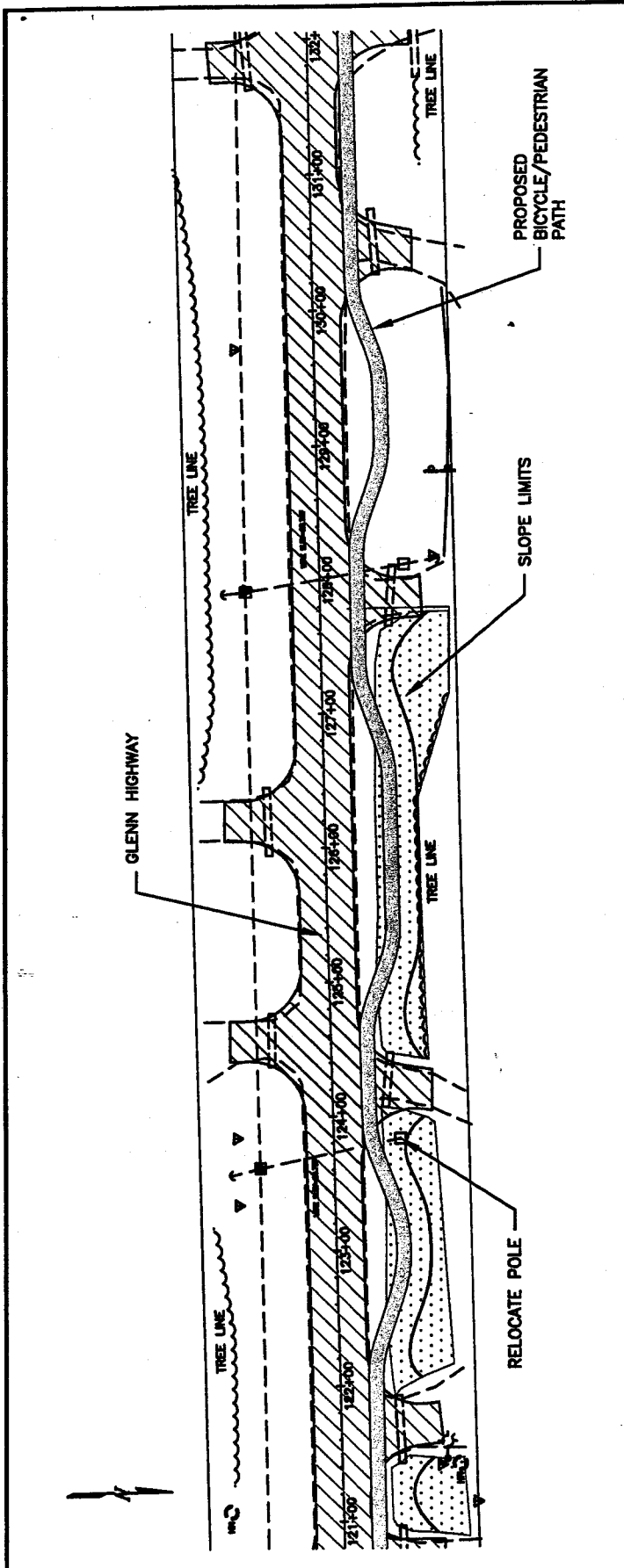
GLENN HIGHWAY MP172-189 REHABILITATION

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

WETLAND IMPACT QUANTITIES
PROJECT TOTALS:
FILL AREA = 3.60 AC.
FILL QUANTITY = 12,550 C.Y.

SHEET TOTALS:
FILL AREA = 1.39 AC.
FILL QUANTITY = 3950 C.Y.

DATE: 05/09/03 SHEET 1 OF 7



KEY:



WETLANDS



ROAD
REHABILITATION



BICYCLE/PEDESTRIAN
PATH

NOT TO SCALE

GLENN HIGHWAY MP172-189 REHABILITATION

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

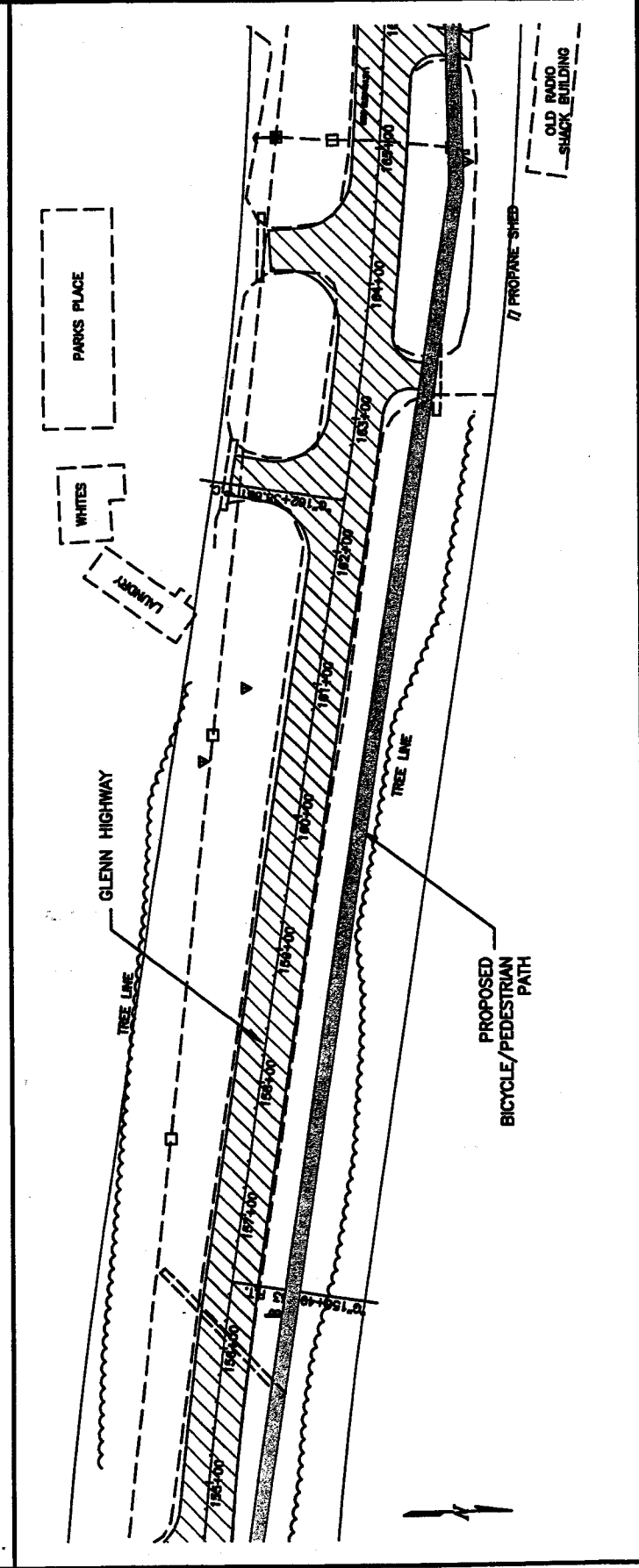
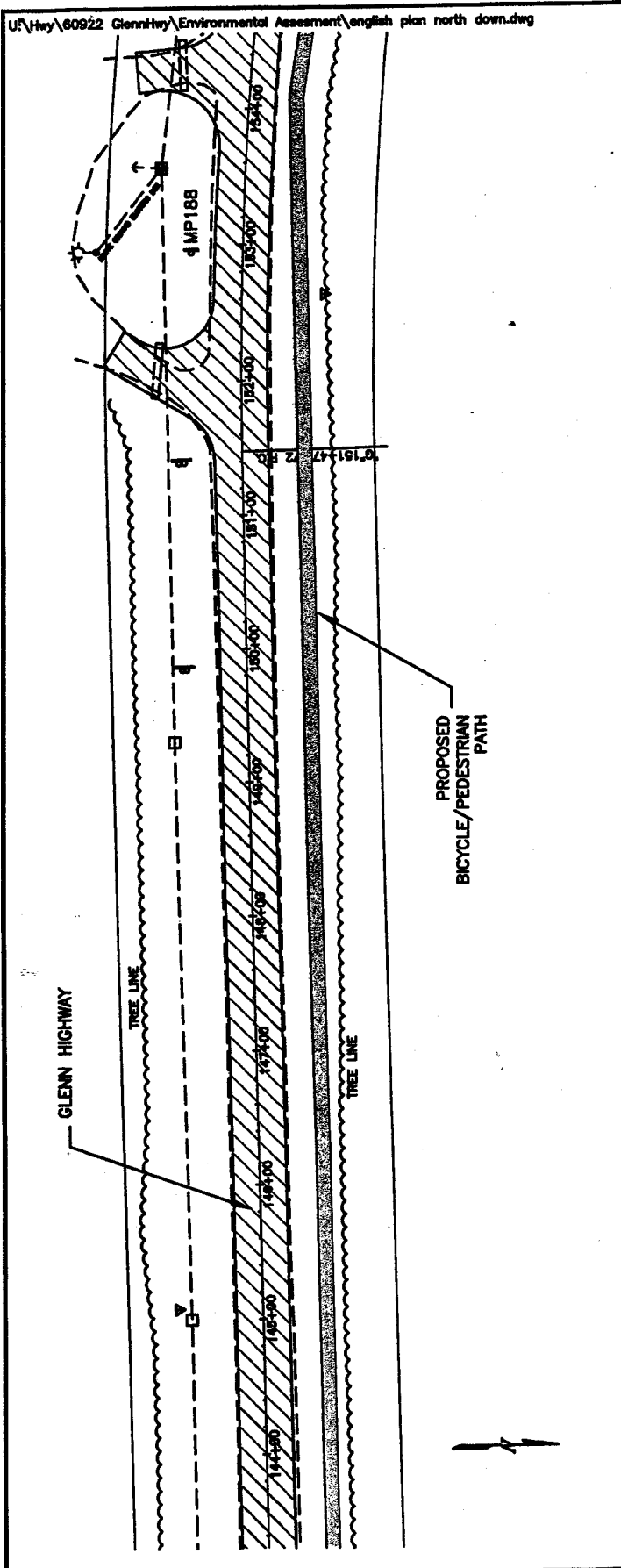
WETLAND IMPACT QUANTITIES

SHEET TOTALS:

FILL AREA = 0.56 AC.

FILL QUANTITY = 1800 C.Y.

DATE: 05/09/03 SHEET 2 OF 7



KEY:



WETLANDS



ROAD REHABILITATION



BICYCLE/PEDESTRIAN PATH

NOT TO SCALE

GLENN HIGHWAY
MP172-189 REHABILITATION

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

WETLAND IMPACT QUANTITIES

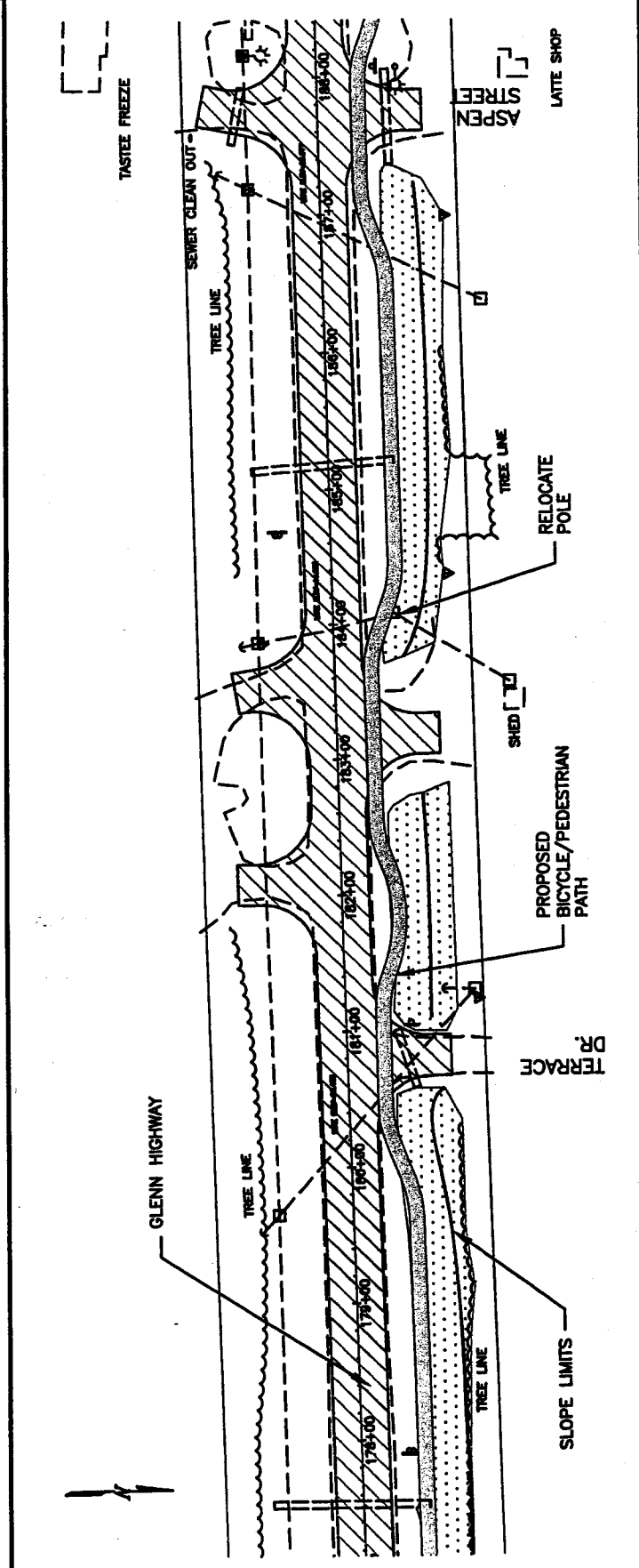
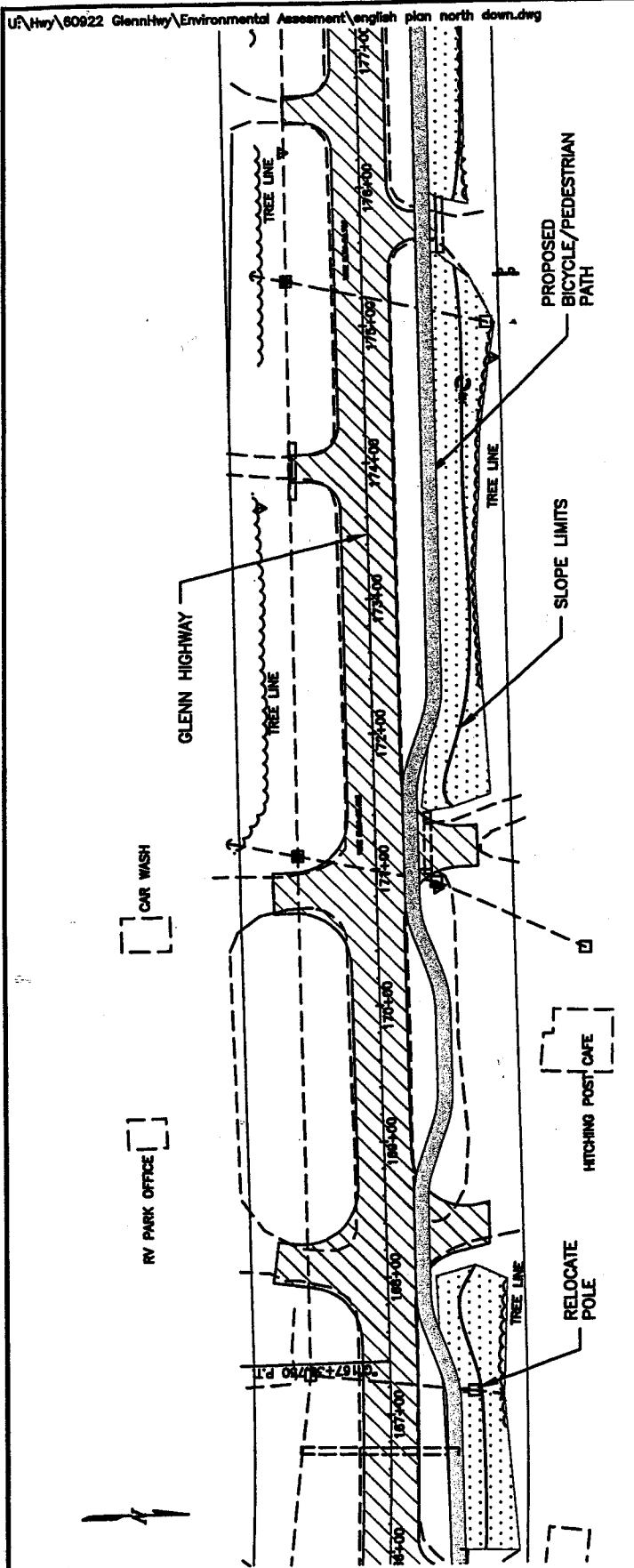
SHEET TOTALS:

FILL AREA = 0 AC.

FILL QUANTITY = 0 C.Y.

DATE: 05/09/03 SHEET 3 OF 7

210102



KEY:



WETLANDS



ROAD REHABILITATION



**BICYCLE/PEDESTRIAN
PATH**

NOT TO SCALE

**GLENN HIGHWAY
MP172-189 REHABILITATION**

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

WETLAND IMPACT QUANTITIES

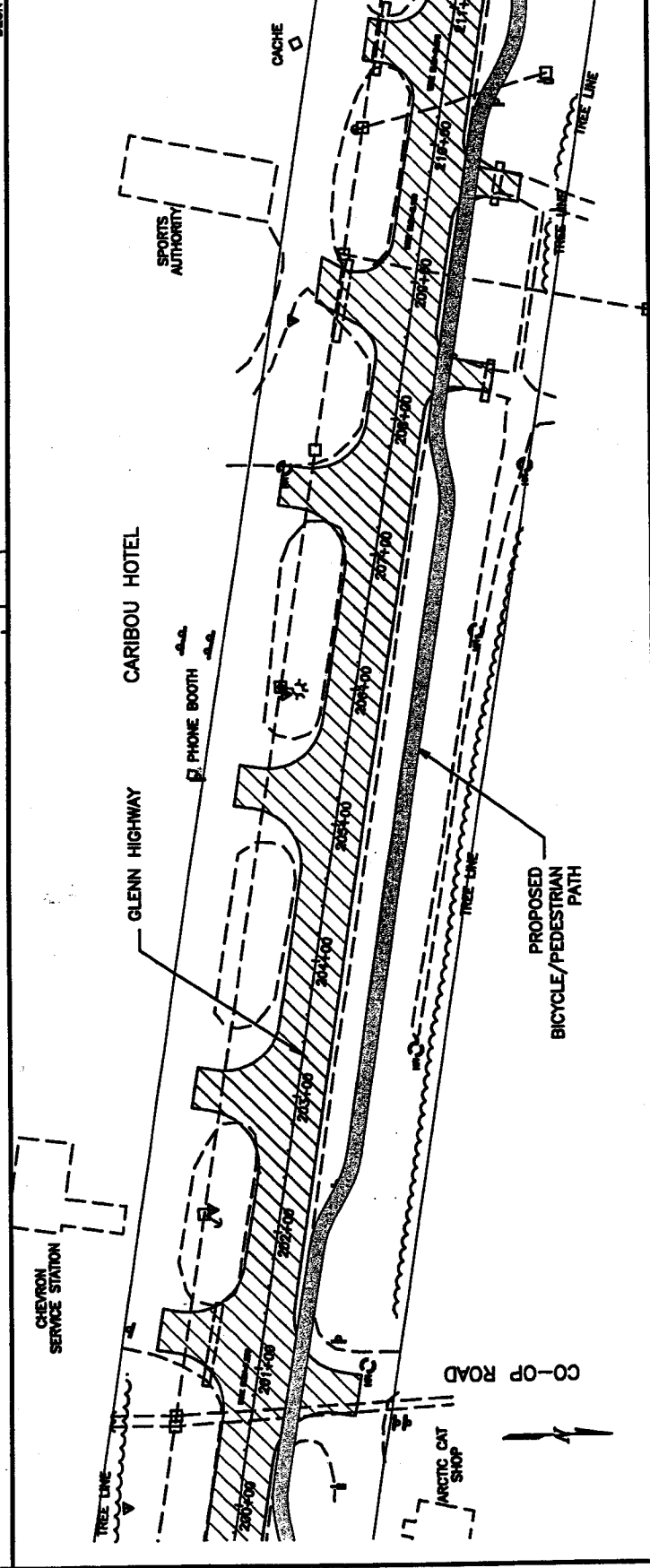
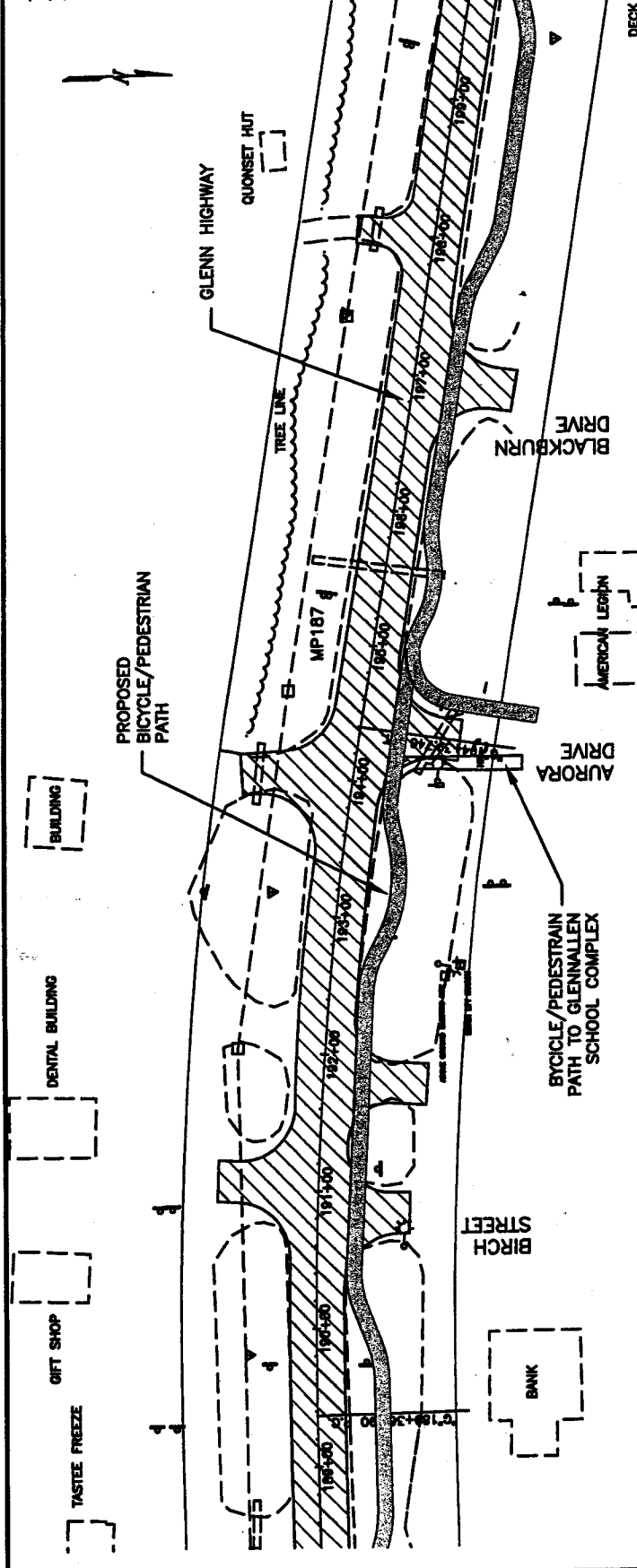
SHEET TOTALS:

FILL AREA = 1.36 AC.

FILL QUANTITY = 4850 C.Y.

DATE: 05/09/03 SHEET 4 OF 7

2/2/22



KEY:



WETLANDS



ROAD REHABILITATION



BICYCLE/PEDESTRIAN PATH

NOT TO SCALE

GLENN HIGHWAY MP172-189 REHABILITATION

APPLICATION BY:
ALASKA STATE DEPT. OF TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

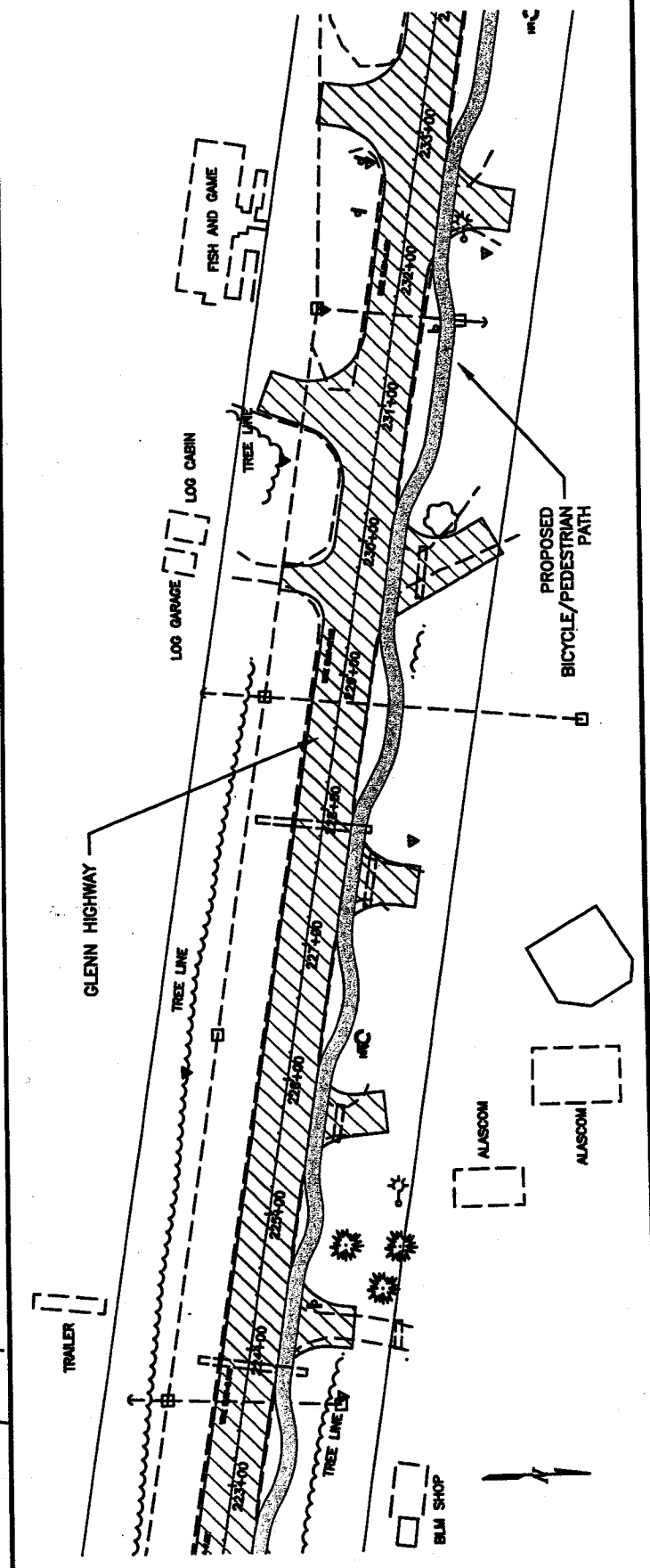
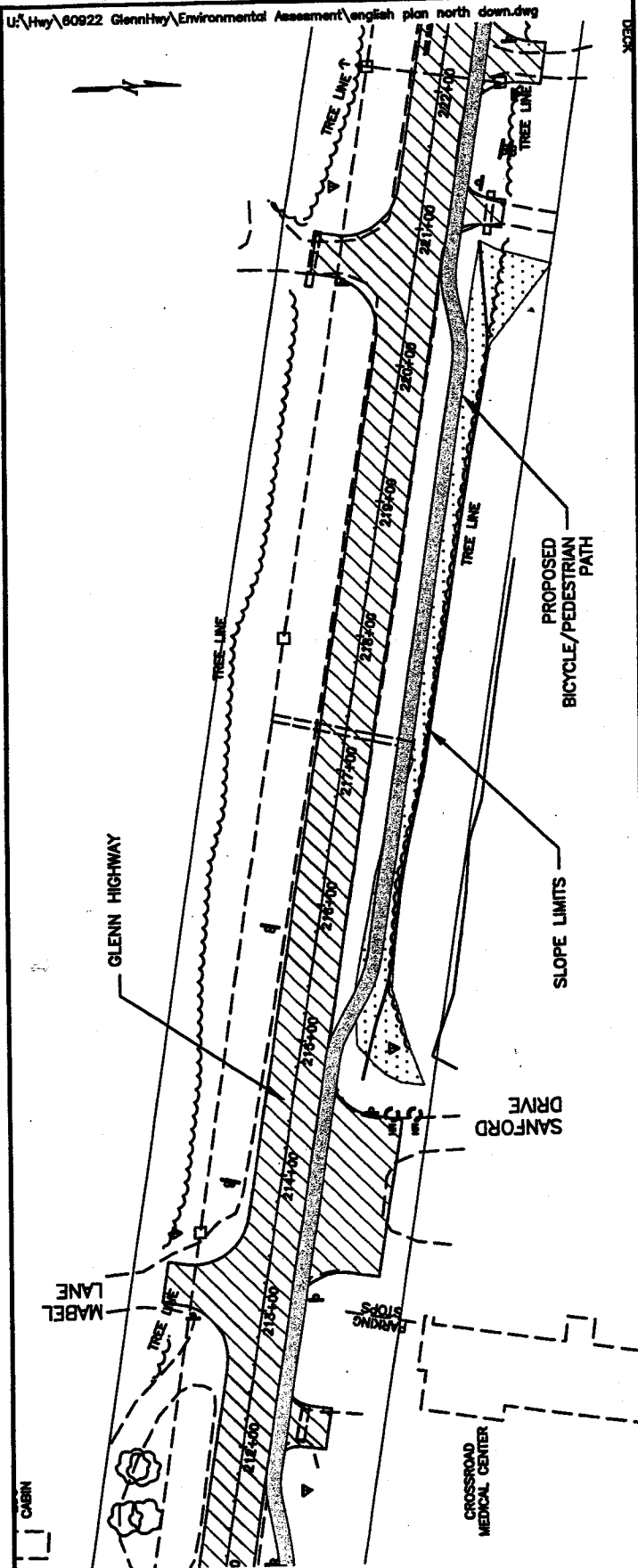
WETLAND IMPACT QUANTITIES

SHEET TOTALS:

FILL AREA = 0 AC.

FILL QUANTITY = 0 C.Y.

DATE: 05/09/03 SHEET 5 OF 7



KEY:



WETLANDS



ROAD REHABILITATION



**BICYCLE/PEDESTRIAN
PATH**

NOT TO SCALE

**GLENN HIGHWAY
MP172-189 REHABILITATION**

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

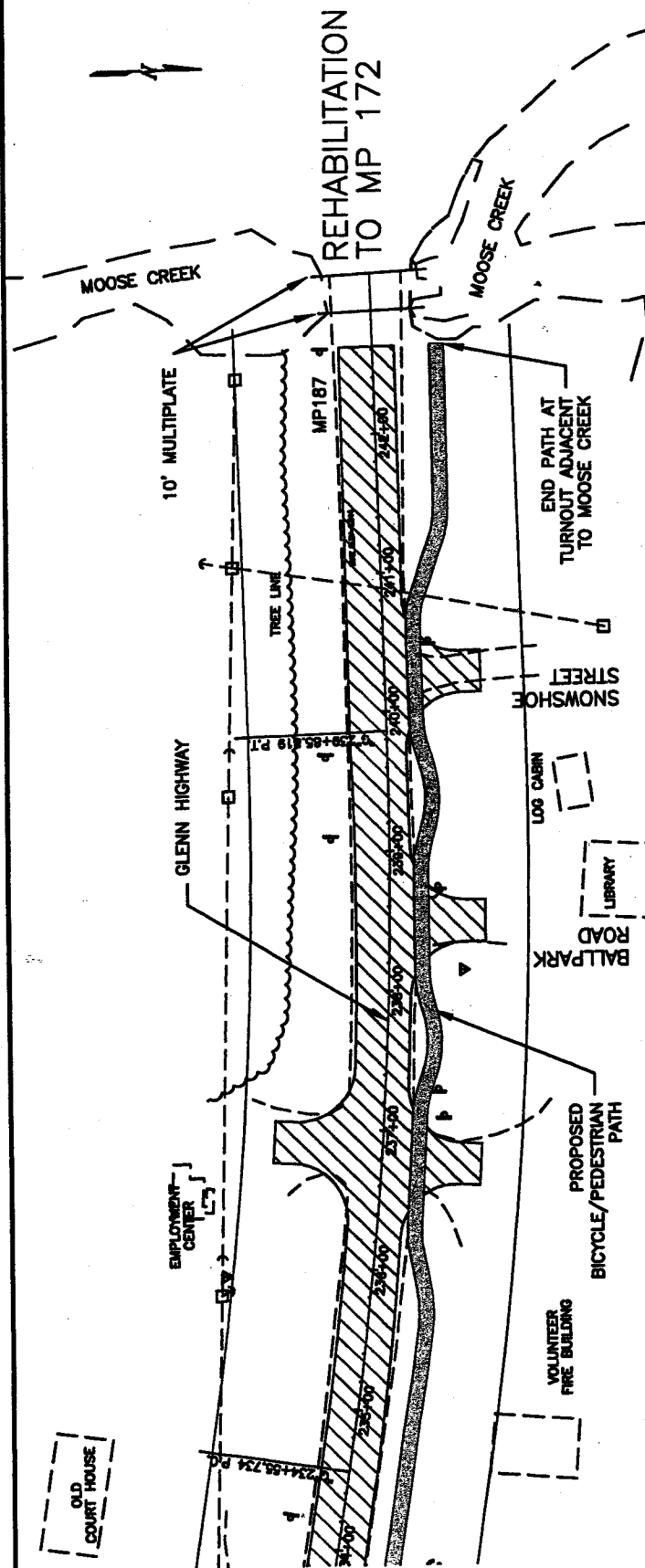
WETLAND IMPACT QUANTITIES

SHEET TOTALS:

FILL AREA = 0.29 AC.

FILL QUANTITY = 1950 C.Y.

DATE: 05/09/03 SHEET 6 OF 7



KEY:



WETLANDS



ROAD REHABILITATION



BICYCLE/PEDESTRIAN PATH

NOT TO SCALE

GLENN HIGHWAY MP172-189 REHABILITATION

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

WETLAND IMPACT QUANTITIES

SHEET TOTALS:

FILL AREA = 0 AC.

FILL QUANTITY = 0 C.Y.

DATE: 05/09/03 SHEET 7 OF 7



SCHOOL PATH QUANTITIES:

TOTAL FILL = 3920 CY
TOTAL CUT = 185 CY

**GLENN HIGHWAY
MP173-189 REHABILITATION**

APPLICATION BY:
STATE of ALASKA DEPT. of TRANSPORTATION
& PUBLIC FACILITIES

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DESIGN & ENGINEERING SERVICES DIVISION, NORTHERN REGION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5292
TDD: (907) 451-2363
FAX: (907) 451-5103

May 6, 2003

Re: Glenn Highway Rehabilitation and
Bike/Pedestrian Path, Project No. 60922

Ms. Janice Wiegers
LUST Site Manager
Division of Spill Prevention and Response
Department of Environmental Conservation
555 Cordova Avenue
Anchorage, AK 99501-2617

Dear Ms. Wiegers:

We are proposing to rehabilitate the Glenn Highway from Mileposts 173 to 189. We need to know if this project will encroach upon LUST or other hazardous material sites. ADOT&PF environmental review of the project has identified three ADEC LUST sites located along the Glenn Highway between Mileposts 172 and 189:

- Chevron-Glennallen at Milepost 186
- ADF&G Office at Milepost 186.5
- The Hub of Alaska at Milepost 189 (Glenn and Richardson Highway intersection)

Preliminary review of the LUST sites indicates that our project will not excavate contaminated materials. We are requesting your concurrence.

Excavation is expected to be shallow (less than one foot in depth). The project consists of removal, replacement, re-compaction, and covering the areas with asphalt. Please see the enclosed drawings for project details. The existing Glenn Highway roadway surface between Mileposts 173 and 189 is beyond its useful life and is in need of rehabilitation to provide a safe, smooth driving surface and reduce maintenance costs. The project would include a new bicycle/pedestrian path from Moose Creek to the intersection with the Richardson Highway at Milepost 189.

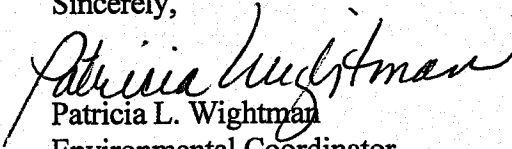
The proposed rehabilitation of the existing roadway would consist of removal of the top surface of the roadway, leveling with selected material, placing new base course, and resurfacing. Approaches would be brought up to current design standards and ditches would be reconditioned. Ditches would have backslopes dressed to restore positive drainage. A bikeway/pedestrian path will be constructed on the north side of the Glenn Highway from Moose Creek to the Richardson Highway Junction.

May 6, 2003

The project is located in the Gulkana A-3 and A-4 Quadrangles, between approximately 145° 28' W Longitude 62° 6' N Latitude and 145° 58' W Longitude 62° 6' N Latitude. It is located in Section 19, T4N, R1W; Sections 19, 20, 21, 22, 23, 24, T4N, R2W; Sections 19, 20, 21, 22, 23, 24, 25, T4N, R3W; and Sections 21, 22, 23, 24, 25, 26, 27, 28, T4N, R4W; Copper River Meridian.

Please concur with our findings that this project will not excavate materials associated with the LUST sites listed in the ADEC database. Please provide your comments on this project by **May 26, 2003**. If you need additional information about the project, please call Bruce W. Campbell, Environmental Analyst, at (907) 451-5292, (e-mail: bruce_campbell@dot.state.ak.us) or Colleen M. Ackiss, P.E., Design Engineer, at (907) 451-5386.

Sincerely,


Patricia L. Wightman
Environmental Coordinator

BWC/dlt

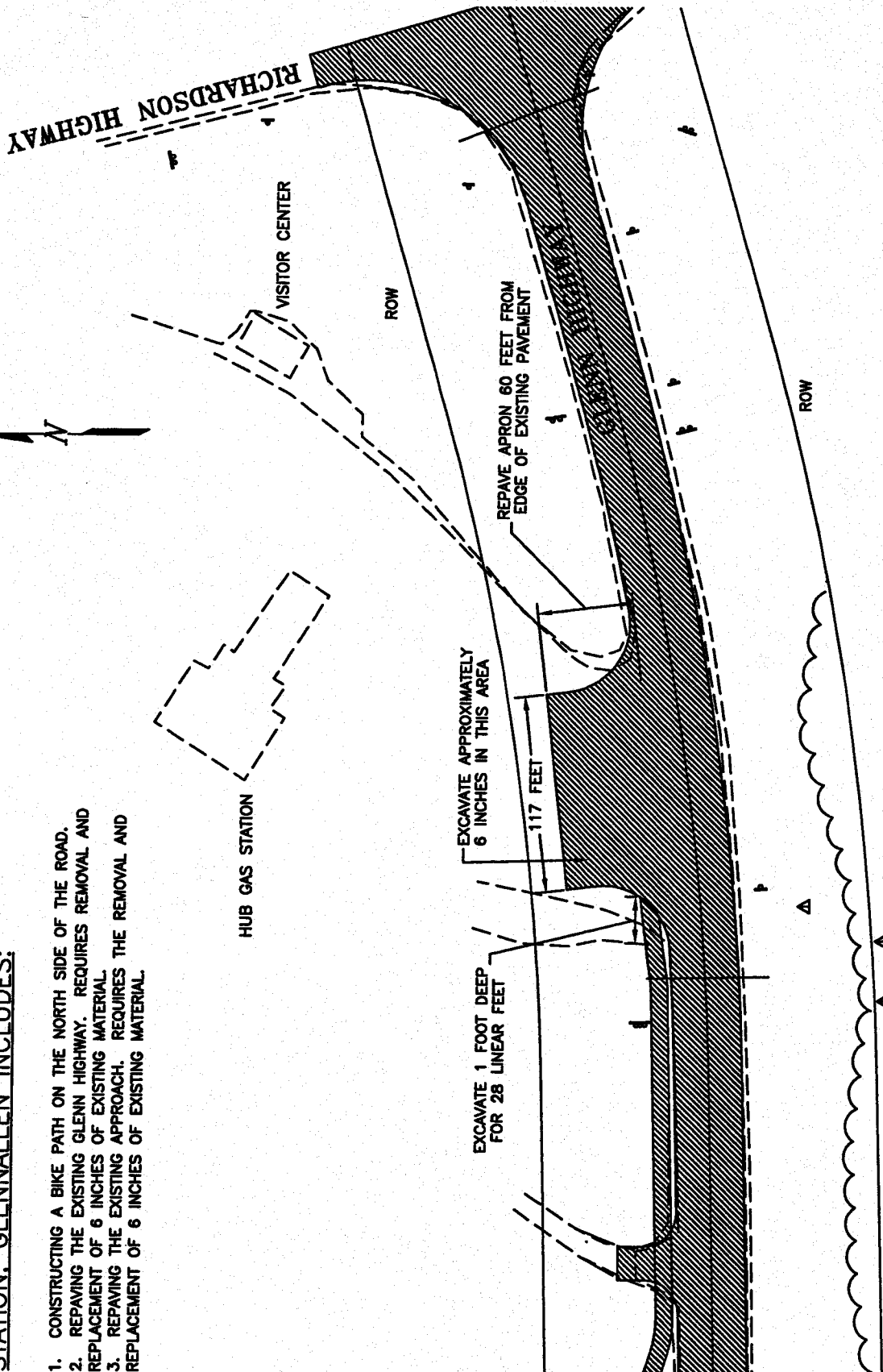
Enclosures

cc: Colleen M. Ackiss, P.E., Design Engineer, ADOT&PF, Northern Region

Event ID	RecKey	Facility ID	LUST Site Name	Address1	City	State	Status of Site	ADEC Staff Lead	Phone
573	1.99124E+12	400	ADOTPF - Nelchina Maintenance Station	Mi. 142.5 Glenn Hwy	Glennallen	AK	Open	Basye	
612	1.99124E+12	322	Microwave Site	Unknown	Glennallen	AK	Closed	Pinard	
613	1.99124E+12	333	Glennallen Repeater Site	Mile 186 Glenn Hwy	Glennallen	AK	Closed	Pinard	
617	1.99122E+12	1931	SEND International, Gulkana	Lots 5A & 6A, Bk 21, Gulkana Airport	Glennallen	AK	Closed	Pinard	
619	1.99124E+12	294	Copper Valley Electric, Glennallen	Richardson Hwy	Glennallen	AK	Closed	Pinard	
* 660	1.99224E+12	2292	Chevron - Glennallen	Glenn Hwy	Glennallen	AK	Closed	Pinard	
666	1.99224E+12	353	Eagle Air	Unknown	Glennallen	AK	Closed	Pinard	
667	1.99224E+12	388	Ellis Air Taxi	Glenn Hwy	Glennallen	AK	Closed	Pinard	
703	1.99324E+12	403	ADOTPF - Tazlina Station	Mi. 110 Richardson Hwy	Glennallen	AK	Open	Horwath	(907) 262-5210
704	1.99324E+12	1949	Tazlina River Trading Post	Mile 105 Richardson Hwy	Glennallen	AK	Open	English	(907) 262-0000
728	1.99324E+12	2292	Chevron - Glennallen	Mile 186 Glenn Hwy	Glennallen	AK	Open	Dreyer	
* 839	1.99424E+12	2945	Hub of Alaska, Inc.	Glenn & Richardson Hwy's Mile 189 Glenn Hwy	Glennallen	AK	Open	Dreyer	
* 1310	1.99724E+12	467	ADFG - Glenn Highway	MP 186.5 Glenn Hwy	Glennallen	AK	Open	Wiegars	(907) 451-2127
1352	1.99724E+12	400	ADOTPF - Nelchina Maintenance Station	Mi 142.5 Glenn Hwy	Glennallen	AK	Open	Carnahan	(907) 451-2166
1354	1.99733E+12	527	ADOTPF - Paxson Maintenance Station	Mi 185.5 Richardson Hwy	Glennallen	AK	Open	Carnahan	(907) 451-2166
1358	1.99724E+12	403	ADOTPF - Tazlina Maintenance Station	Mi 110 Richardson Hwy	Glennallen	AK	Open	Carnahan	(907) 451-2166
1493	1.99722E+12	1700	Gulkana Air Service	Lot 2A, Bk 21, Gulkana Airport	Glennallen	AK	Open	Wiegars	(907) 451-2127
1742	1.99824E+12	184	USNPS - Gulkana Operations Center	Gulkana Airport Lot 7 Block 21	Glennallen	AK	Open	Carnahan	(907) 451-2166
2021	1.99924E+12	1697	FAA - Gulkana	Mile 120 Richardson Hwy	Glennallen	AK	Open	Olson	(907) 269-7527
2209	none	3391	Lake Louise Convenience Store	Glenn Hwy	Glennallen	AK	Open	Allen	(907) 269-7537

WORK TO BE COMPLETED NEAR THE HUB GAS STATION. GLENNALLEN INCLUDES:

1. CONSTRUCTING A BIKE PATH ON THE NORTH SIDE OF THE ROAD.
2. REPAVING THE EXISTING GLENN HIGHWAY. REQUIRES REMOVAL AND REPLACEMENT OF 6 INCHES OF EXISTING MATERIAL.
3. REPAVING THE EXISTING APPROACH. REQUIRES THE REMOVAL AND REPLACEMENT OF 6 INCHES OF EXISTING MATERIAL.



**GLENN HIGHWAY
MP172-189 REHABILITATION**

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

DATE: 05-02-03 SHEET 1 OF 6



**GLENN HIGHWAY
HUB GAS STATION,
GLENNALLEN**

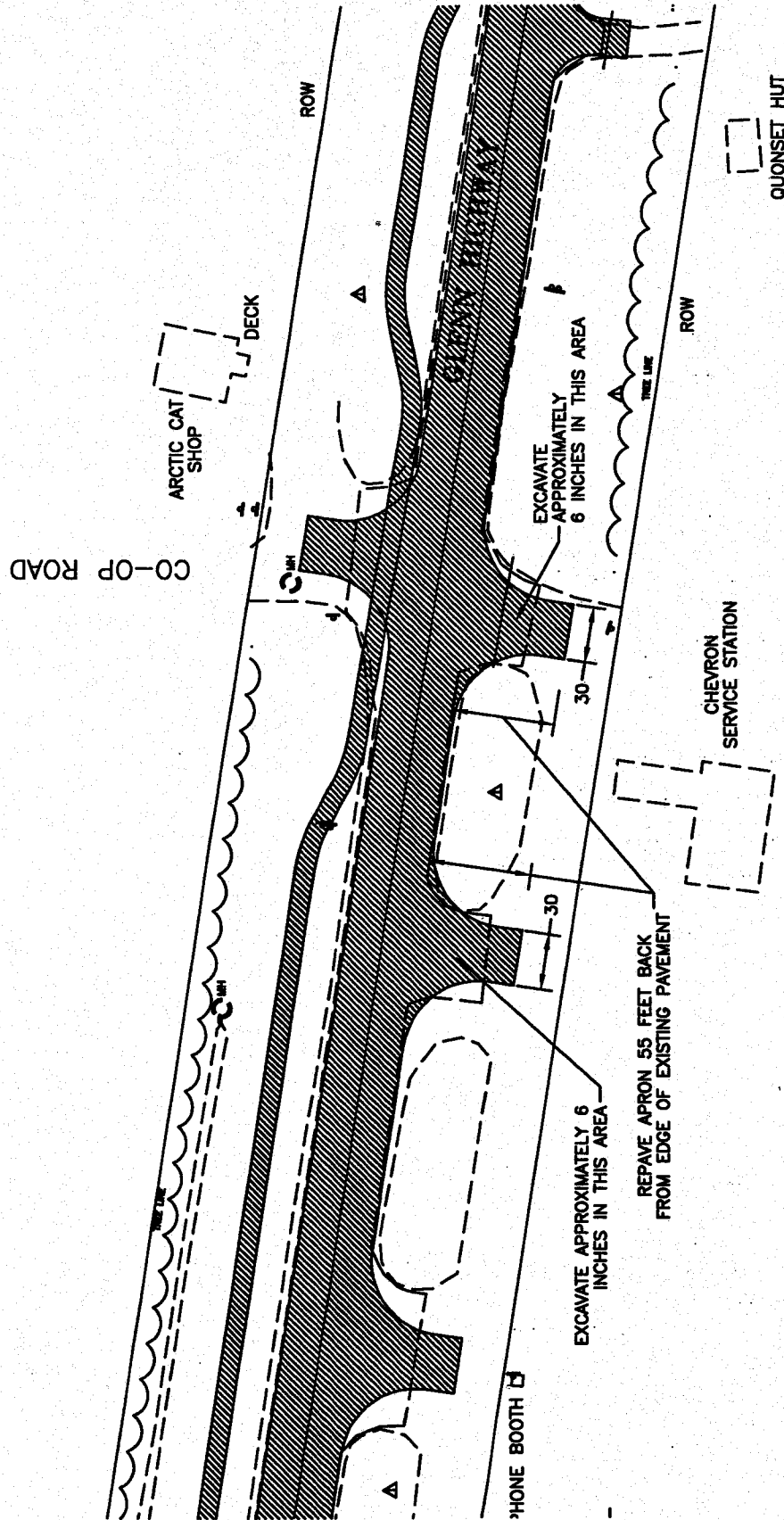
**GLENN HIGHWAY
MP172-189 REHABILITATION**

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

DATE: 05-02-03 SHEET 2 OF 6

WORK TO BE COMPLETED NEAR THE CHEVRON SERVICE STATION, GLENNALLEN INCLUDES:

1. CONSTRUCTING A BIKE PATH ON THE NORTH SIDE OF THE ROAD.
2. REPAVING THE EXISTING GLENN HIGHWAY. REQUIRES REMOVAL AND REPLACEMENT OF 6 INCHES OF EXISTING MATERIAL.
3. REPAVING TWO EXISTING APPROACHES. REQUIRES THE REMOVAL AND REPLACEMENT OF 6 INCHES OF EXISTING MATERIAL AT EACH APPROACH.



**GLENN HIGHWAY
MP172-189 REHABILITATION**

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

DATE: 05-02-03 SHEET 3 OF 6



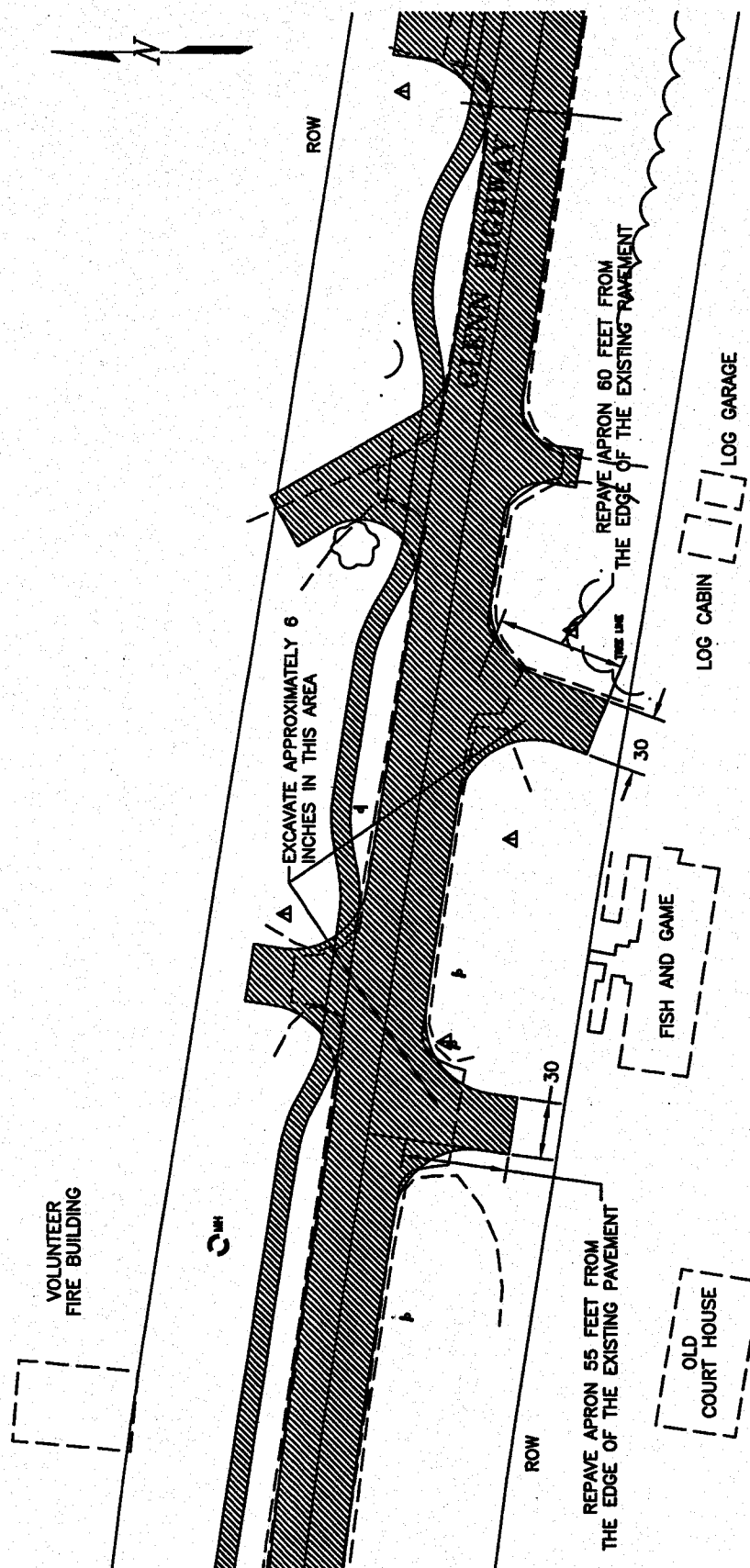
**GLENN HIGHWAY
CHEVRON GAS STATION,
GLENNALLEN**

**GLENN HIGHWAY
MP172-189 REHABILITATION**

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

DATE: 05-02-03 SHEET 4 OF 6

1. CONSTRUCTING A BIKE PATH ON THE NORTH SIDE OF THE ROAD.
2. REPLACING THE EXISTING GLENN HIGHWAY. REQUIRES REMOVAL AND REPLACEMENT OF 6 INCHES OF EXISTING MATERIAL.
3. REPLACING TWO EXISTING APPROACHES. REQUIRES THE REMOVAL AND REPLACEMENT OF 6 INCHES OF EXISTING MATERIAL AT EACH APPROACH.



GLENN HIGHWAY
MP172-189 REHABILITATION

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

DATE: 05-02-03 SHEET 5 OF 6



**GLENN HIGHWAY
FISH AND GAME,
GLENNALLEN**

**GLENN HIGHWAY
MP173-189 REHABILITATION**

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

DATE: 05-02-03 SHEET 6 OF 6



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

March 24, 2005

REFER TO

HDA-AK

File #: IM-TEA-OA1-4(6)/60922

Mr. Chuck Howe
Environmental Coordinator
Alaska Department of Transportation
and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709-5316

SUBJECT: Bridge Permit Exemptions for Tolsona Creek Bridge

Dear Mr. Howe:

Enclosed is a March 23, 2005 letter from the United States Coast Guard (USCG), which acknowledges that this bridge site does not need a U S. Coast Guard bridge permit.

For more information, please contact me at 907-586-7427.

Sincerely,

Stephen P. Boch
Southeast/Bridge Engineer

Enclosure

cc: Bruce Campbell, Environmental Analyst, AKDOT&PF, Northern Region
Ed DeCleva, Northern Region Liaison, FHWA

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Seventeenth Coast Guard District

P.O. Box 25517
Juneau, Alaska 99802
Staff Symbol: oan
Phone: (907) 463-2268
Fax: (907) 463-2273
Email: jhelfinstine@uscg.mil

16590
March 23, 2005

Mr. Stephen P. Boch
Division Bridge Engineer
Federal Highway Administration
P.O. Box 21648
Juneau, Alaska 99802

Re: Coast Guard bridge permit exemption for bridge replacement of existing highway bridge across Tolsona Creek at Milepost 173 of the Glenn Highway, Project IM-TEA-OA1-4(6)/60922

Dear Mr. Boch,

We concur with the FHWA determination that the referenced project meets the stated criteria as noted in Section 144(h) of Title 23, U.S. Code (Surface Transportation Assistance (STA) Act of 1978) and is exempted for Coast Guard Bridge Administration purposes. This was based on the navigable waterway at this location being used by vessels less than 21 feet in length. It may be noted that the subject act did not exclude that category of bridges from the application of 14 U.S.C. 85. The latter statute requires the establishment, maintenance, and operation of Coast Guard required lights and signal on fixed structures, including bridges. Approval of lights and other signal required under the provisions of 33 CFR 118 should be obtained, prior to commencement of construction, from the District Commander. Review of the material you provided, as well as our local knowledge of the waterway, indicates that lighting or marking of the structure will not be necessary to protect the navigational interest.

If you have any questions, please contact me at 463-2268.

Sincerely,

A handwritten signature in black ink, appearing to read "J. N. Helfinstine", with a long horizontal flourish extending to the right.

J. N. HELFINSTINE
Chief, Bridge Section,
Aids to Navigation Branch
U. S. Coast Guard
By direction of the Commander

Copy: (1) AKDOT&PF, Northern Region

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DESIGN & ENGINEERING SERVICES DIVISION, NORTHERN REGION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5292
TDD: (907) 451-2363
FAX: (907) 451-5103

February 4, 2003

Re: Glenn Highway Rehabilitation and
Bike/Pedestrian Path, Project 60922
Agency Scoping Letter

Ms. Nicole Hayes
U.S. Army Corps of Engineers
Regulatory Branch-South Section
P.O. Box 6898
Elmendorf AFB, Alaska 99506-6898

Dear Ms. Hayes:

The Alaska Department of Transportation and Public Facilities is proposing to rehabilitate the Glenn Highway from Milepost 173 to 189. The existing Glenn Highway roadway surface between Mileposts 173 and 189 is beyond its useful life and is in need of rehabilitation to provide a safer, smoother driving surface and to reduce maintenance costs. The project would include replacement of the Tolsona Creek Bridge (#552) and provide a new bicycle/pedestrian path from Moose Creek to the intersection with the Richardson highway at Milepost 189.

The proposed rehabilitation of the existing roadway would consist of removal of up to one foot of the roadway, leveling with selected material, placing new base course, and resurfacing. Depth of removal depends on the condition of existing roadway materials and minor horizontal/vertical realignments to reestablish the original alignment and grade. Approaches shall be brought up to current design standards and ditches shall be reconditioned. Ditch reconditioning consists of shaping and dressing backslopes to restore positive drainage. Culverts shall be cleaned, extended, or replaced as required.

The Tolsona Creek Bridge at Milepost 172.8 will be replaced. Minor horizontal and/or vertical alignment changes may be required to match the new bridge grade. Additional work at the bridge will include guardrail and sign replacement.

A bikeway/pedestrian path will be constructed on the north side of the Glenn Highway from Moose Creek to the Richardson Highway Junction. The path will be separated from the highway surface except where it crosses roadway intersections and commercial approaches. Cross culverts will be installed in the separated path sections where conditions merit. Four utility poles and three signs will be relocated north of the path an average of 20 feet.


Alternatives considered included alternate locations for the bike path including the south side of the highway or attached to the highway and the no-build alternative.

The project is located in the Gulkana A-3 and A-4 Quadrangles, between approximately 145° 28' W Longitude 62° 6' N Latitude and 145° 58' W Longitude 62° 6' N Latitude. It is located in Section 19, T4N, R1W; Sections 19, 20, 21, 22, 23, 24, T4N, R2W; Sections 19, 20, 21, 22, 23, 24, 25, T4N, R3W; and Sections 21, 22, 23, 24, 25, 26, 27, 28, T4N, R4W; Copper River Meridian. ADOT&PF environmental review of the project has identified the following issues that may be of importance to your agency:

- 1) Tolsona Creek is listed (ASC # 212-20-10080-2431-3082) as important for the rearing of king salmon and the spawning of sockeye salmon downstream from the bridge. Individuals familiar with the Tolsona Creek Bridge have suggested that the current bridge is too short and acts to back up overflow-ice seasonally.
- 2) Culvert investigations have been conducted by ADF&G at the request of ADOT&PF. ADOT&PF is anticipating receiving the results of this survey.
- 3) No listed or endangered species have been identified in the project corridor. No eagle trees were observed in the ADF&G field investigation or reported by the public.
- 4) Tolsona Creek is not known to have a history of recreational boating use. Tolsona Creek is not believed to be a navigable river for the purposes of or under the jurisdiction of the U.S. Coast Guard. It is a tributary of the navigable Tazlina River.
- 5) Wetlands that would be impacted by the project include the bridge replacement at Tolsona Creek and portions of the bicycle path. The bridge design is not yet completed. A preferred location for the bicycle path location has been determined and included placement of fill into ditches that are mowed and well traveled by ATV's, but portions of which appear in air photos and field inspection to be wetlands.
- 6) A review of the State Historic Preservation AHSR database indicates no sites on or close to the project.

If you require additional information, please call Bruce Campbell, Environmental Analyst at (907) 451-5292, (bruce_campbell@dot.state.ak.us), or Pauline Morrel, P.E., Acting Engineering Manager, at (907) 451-5331 (pauline_morrel@dot.state.ak.us).

Sincerely,


Patricia L. Wightman
Environmental Coordinator

BWC/dlt

Attachment: Pre-Design Drawings

cc: Pauline Morrel, P.E., Acting Engineering Manager, ADOT&PF, Fairbanks

GLENN HIGHWAY MP 174-189 REHABILITATION

Project Description

This project will

- Rehabilitate 16 miles of the Glenn Highway from MP 173 near Tolsona Creek to the Richardson Highway Junction at MP 189 (JCT)
- Replace the Tolsona Creek Bridge (#552) at CDS mile 163.958
- Construct a bicycle/pedestrian path from Moose Creek east to the JCT.

Scope of Work

Rehabilitation of the existing roadway shall consist of recondition on average one foot of the existing roadway, leveling with selected material, placing new base course, and resurfacing. Depth of removal depends on the condition of existing roadway materials and minor horizontal/vertical realignments to re-establish the original alignment and grade. Approaches shall be brought up to current design standards and ditches shall be reconditioned. Ditch reconditioning consists of shaping and dressing backslopes to restore positive drainage. Culverts shall be cleaned, extended or replaced as required.

The Tolsona Creek Bridge will be replaced. Minor horizontal and/or vertical alignment changes may be required to match new bridge grade. Additional work at the bridge will include guardrail and sign replacement.

A bicycle/pedestrian path will be constructed on the north side of the Glenn Highway from Moose Creek to the Richardson Highway Junction. This will be a separated path except where it crosses roadway intersections and commercial approaches.

Wetlands

The following areas have been identified as wetlands within the project limits. This list consists of only those areas on the north side of the highway where construction impacts may occur. Project stationing runs from east to west beginning at the intersection of the Glenn and Richardson Highways (JCT) with station "O"100+00.

- Ditch section beginning at "O"105+72.5 approximately 500 feet west of the JCT and ending at "O"127+73.0 the Glennallen Community Chapel, approximately 2,200 feet.
- Ditch section between the residential approach at "O"165+82.4 and the east approach for the Hitching Post at "O"168+25.8, approximately 250 feet.

- Ditch section between the west approach for the Hitching Post at "O"171+15 and the intersection for Aspen Street at "O"187+74, approximately 1,650 feet.
- Ditch section between the intersection of Sanford Drive at "O"214+78.2 and the BLM approach at "O"220+41.2, approximately 550 feet.

Work in these areas will include ditch reconditioning, culvert extensions and cleaning, pedestrian/bike path construction, and slope seeding.

The path will be separated from the road between intersections and commercial approaches with the exception of the some sections where safety considerations, high embankment fill or difficult drainage conditions require that it be attached to the shoulder of the road. Cross culverts will be installed in the separated path sections where conditions merit it.

Highway culvert work is as follows:

"O"105+99.21 extend 35'

"O"109+59.52 extend 35'

"O"166+70.59 extend 20'

"O"177+50.80 extend 35'

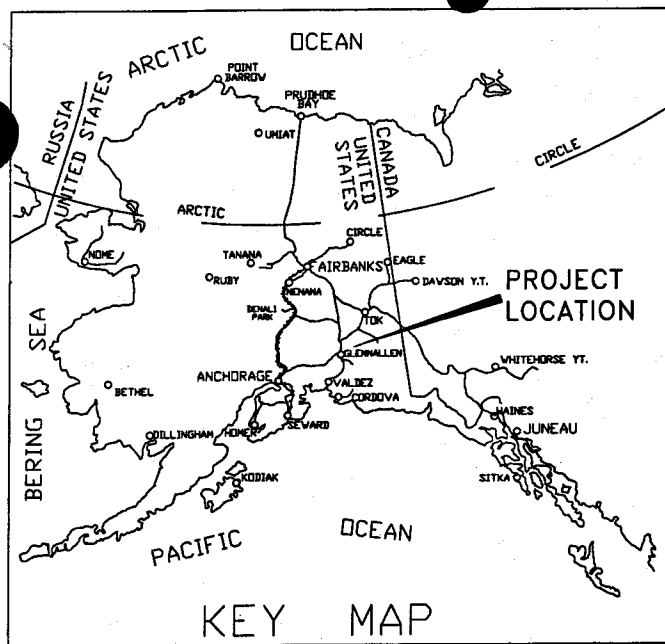
"O"185+14.99 extend 30'

"O"217+25.56 extend 40'

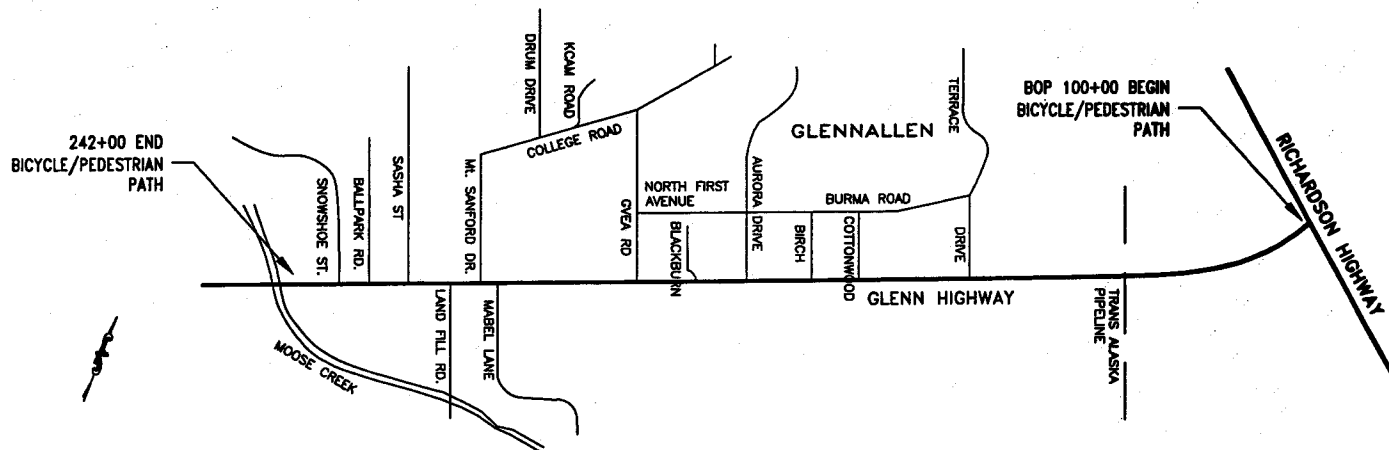
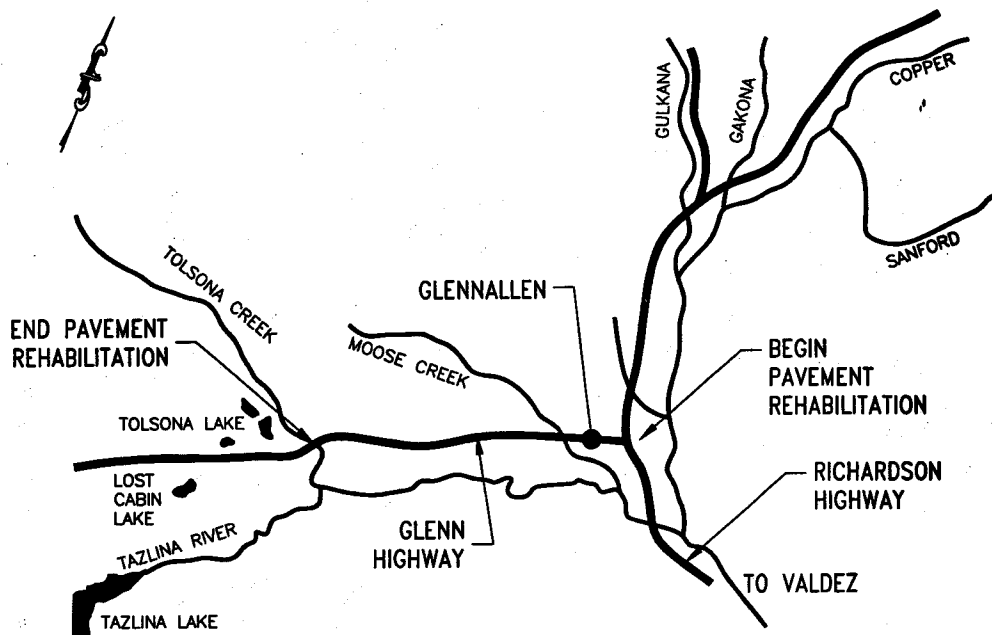
Approach reconstruction includes widening, providing approach landings, reducing approach grades, installing or extending culverts, and clearing for site distance. Four residential and 7 commercial approaches will be reconstructed including extending 4 culverts and moving 3 culverts.

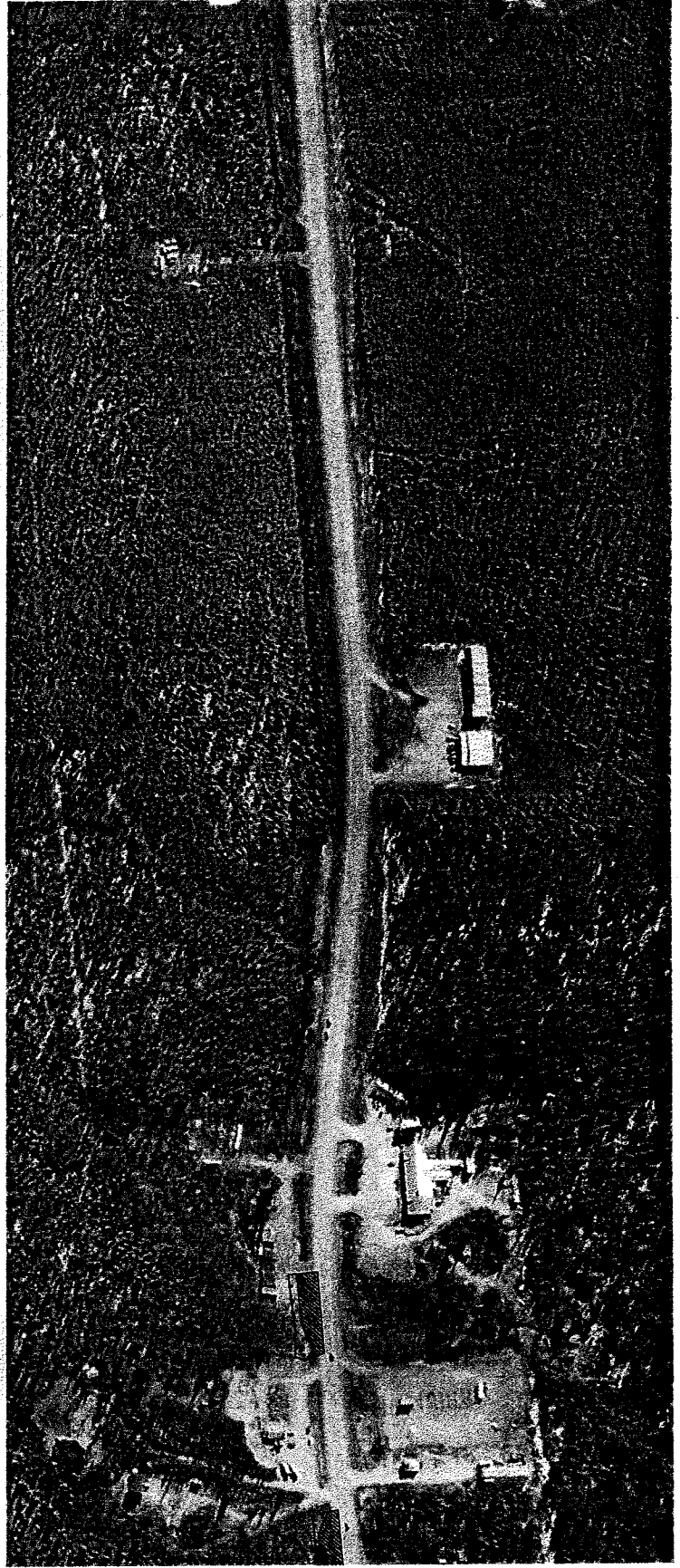
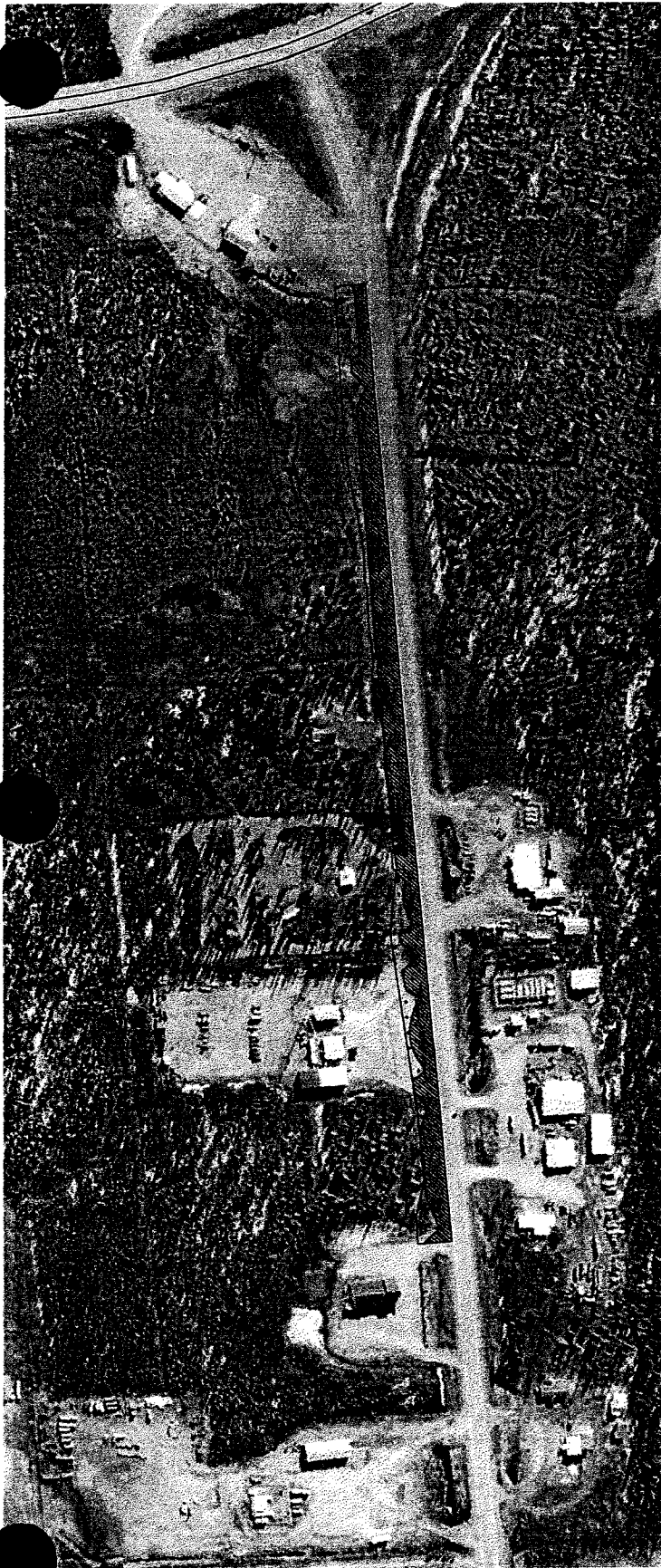
Total area of fill is 4.463 acres and fill volume is 51,900 cubic yards

Four utility poles and 3 signs will be relocated north of the path on average 20 feet.



GLENN HIGHWAY MP 173 - 189 REHABILITATION LOCATION & VICINITY MAPS





**GLENN HIGHWAY
MP173-189 REHABILITATION**

APPLICATION BY:
STATE of ALASKA DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
NORTHERN REGION DESIGN & ENGINEERING

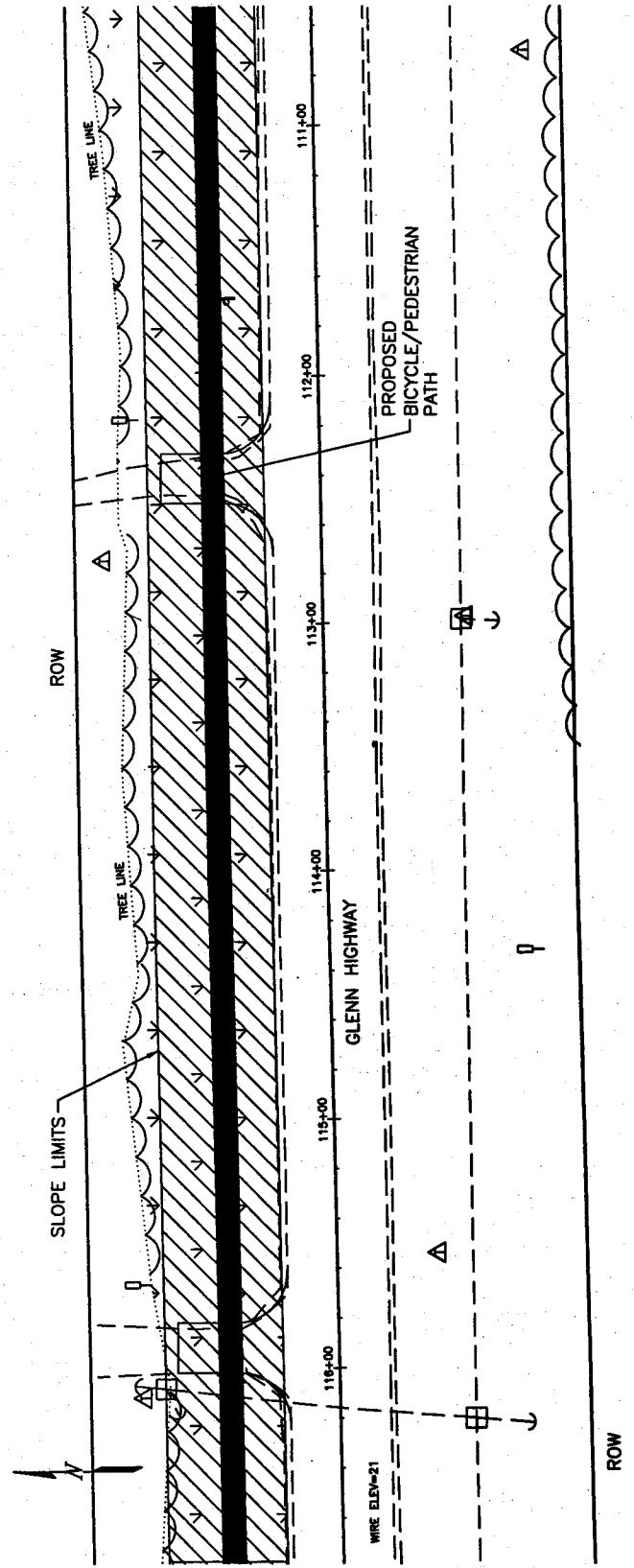
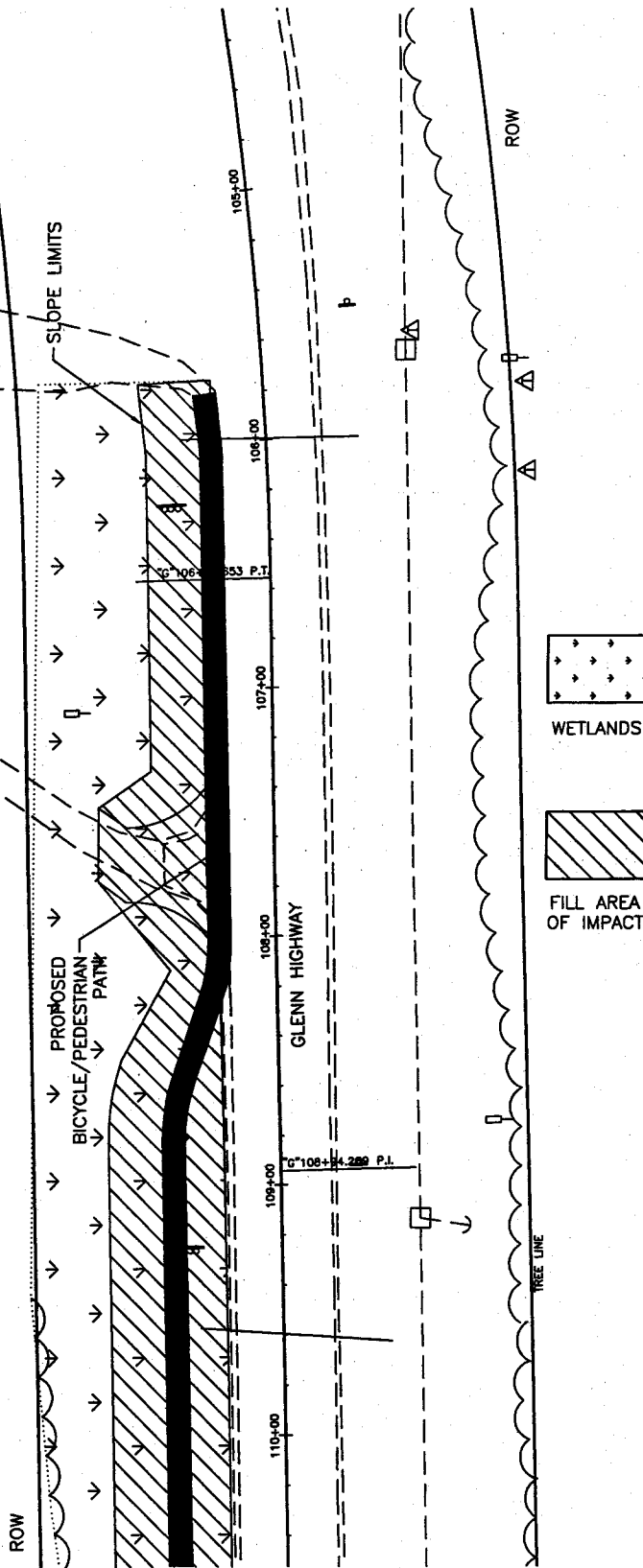
DATE: 11-14-02



**GLENN HIGHWAY
MP173-189 REHABILITATION**

APPLICATION BY:
STATE of ALASKA DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
NORTHERN REGION DESIGN & ENGINEERING

DATE: 11-14-02



FILL AREA = 1.096 AC.
FILL QUANTITY = 4,800 C.Y.
THIS SHEET

GLENN HIGHWAY MP173-189 REHABILITATION

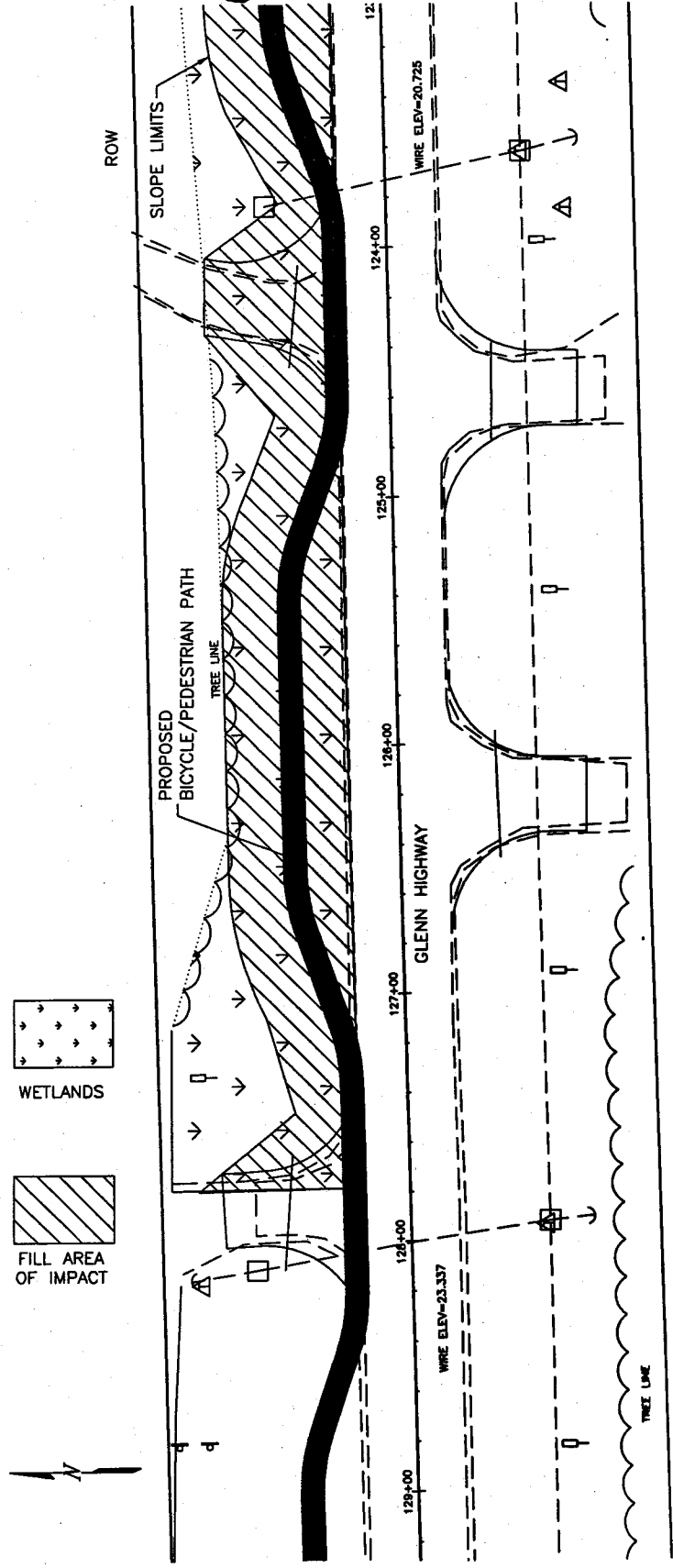
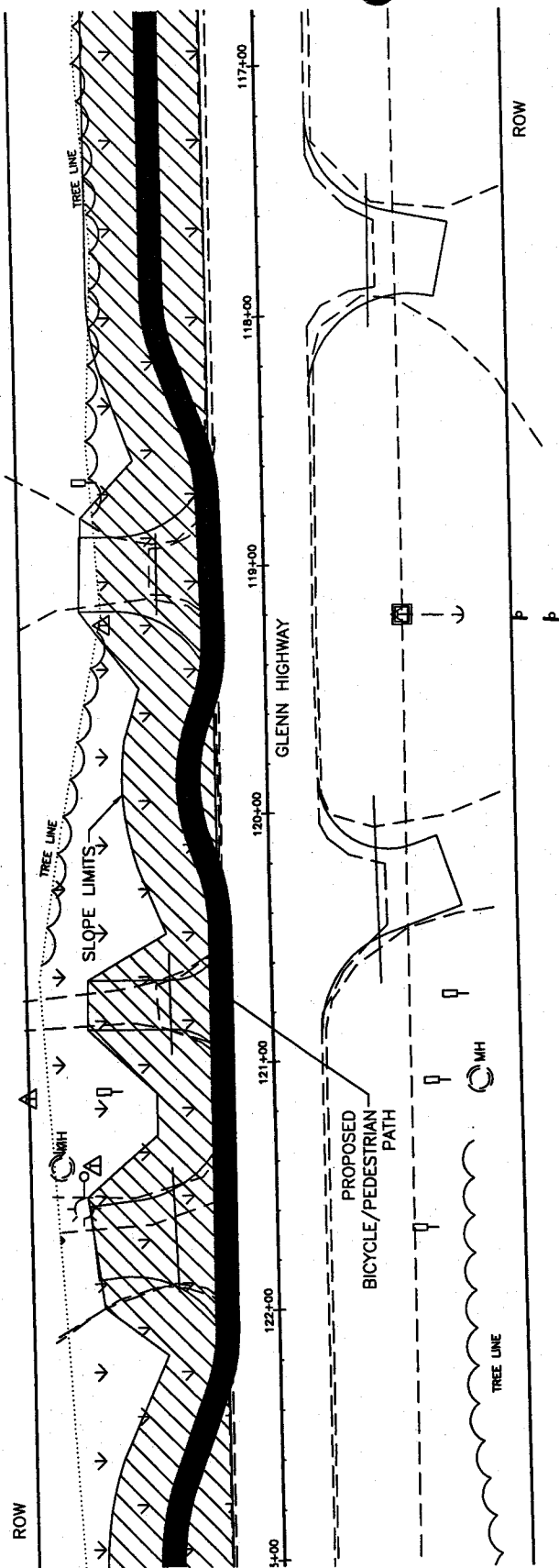
APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

PROJECT TOTALS:

FILL AREA = 4.463 AC.

FILL QUANTITY = 51,900 C.Y.

DATE: 11-14-02 SHEET 1 OF 5

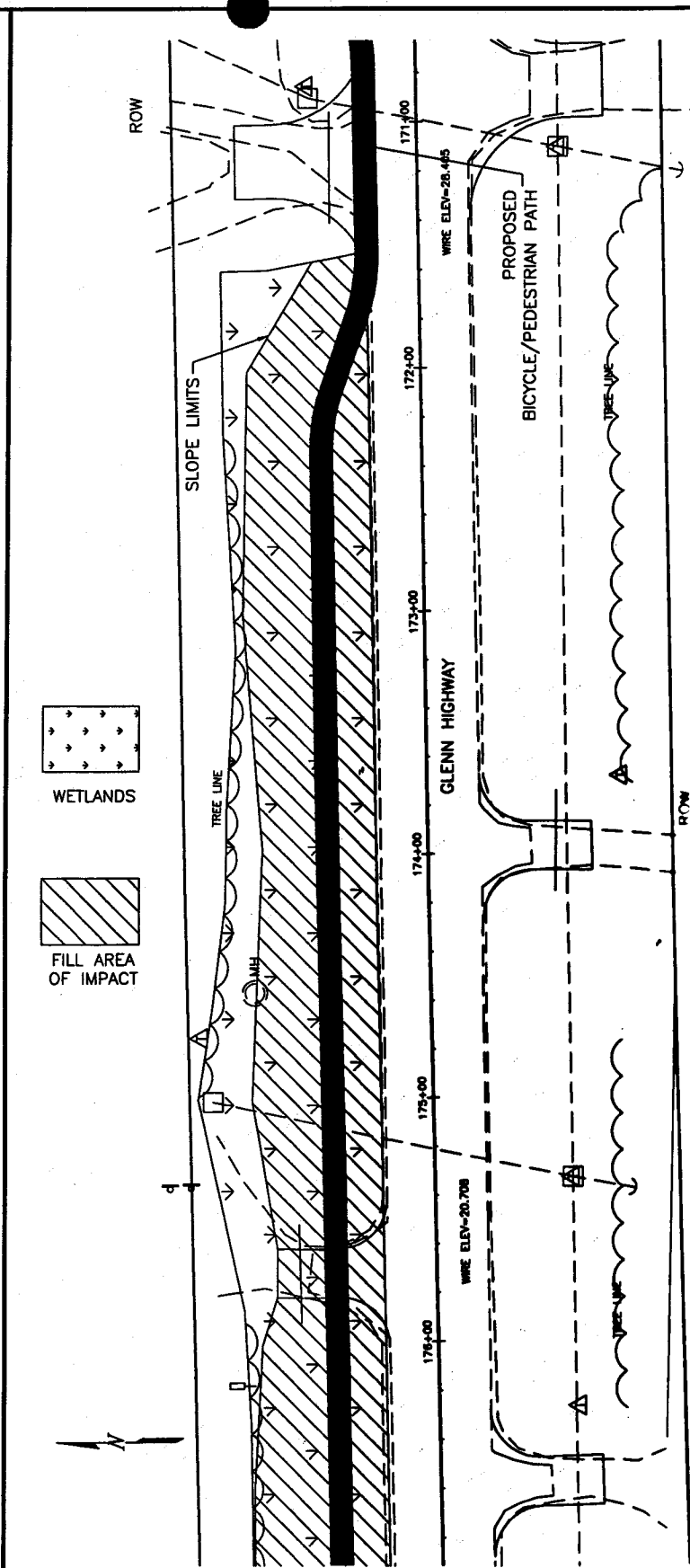
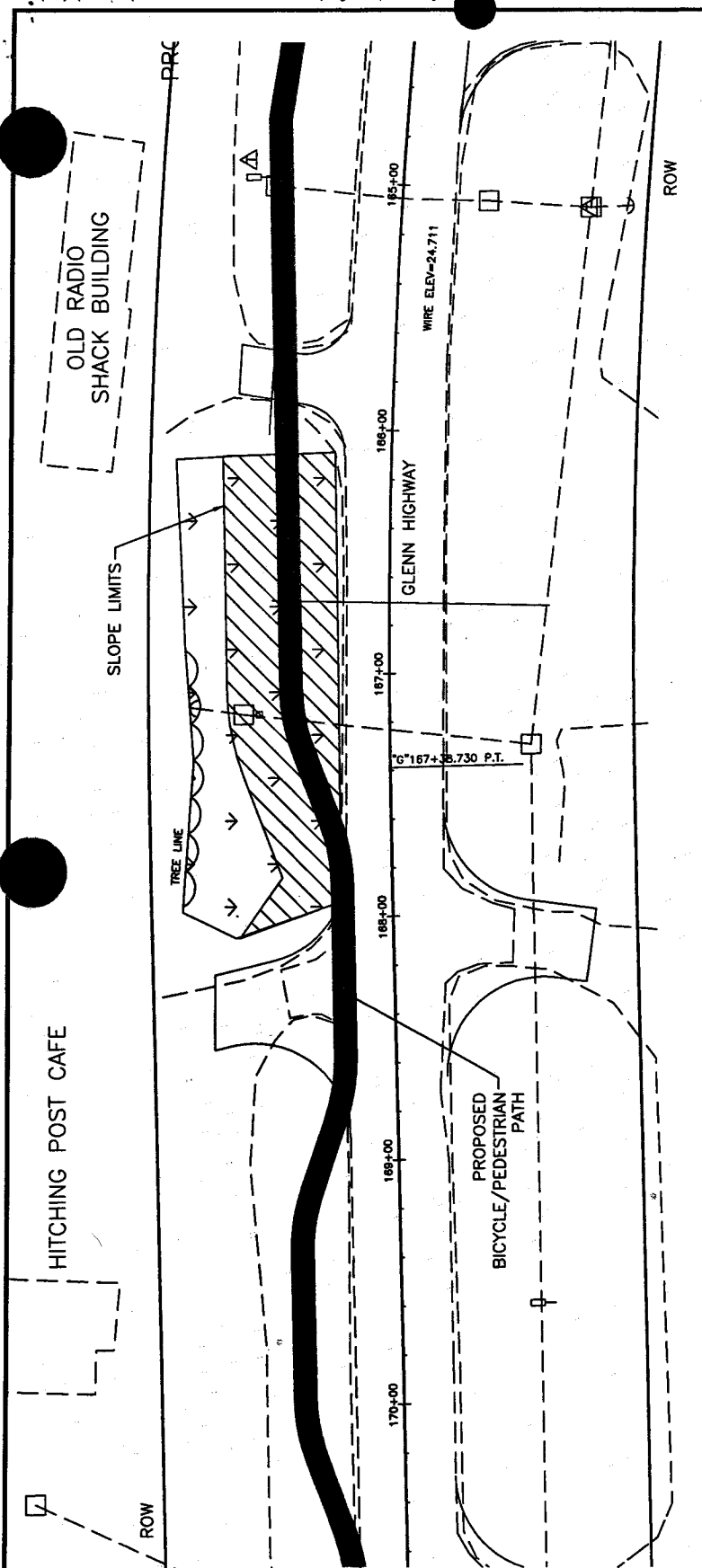


FILL AREA = 1.082 AC.
 FILL QUANTITY = 10,500 C.Y.
 THIS SHEET

GLENN HIGHWAY MP173-189 REHABILITATION

APPLICATION BY:
 ALASKA STATE DEPT. of TRANSPORTATION
 & PUBLIC FACILITIES
 STATEWIDE DESIGN & ENGINEERING
 SERVICES DIVISION

DATE: 11-14-02 SHEET 2 OF 5

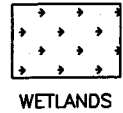
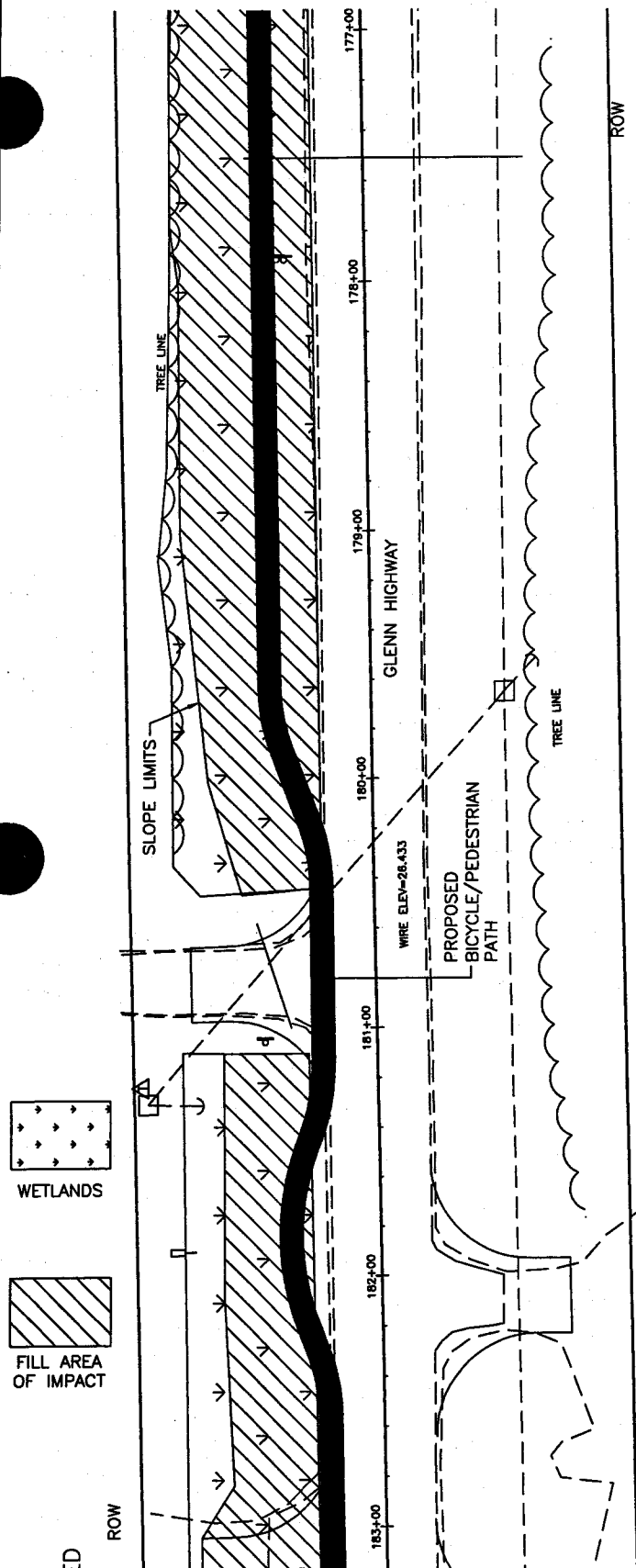


GLENN HIGHWAY MP173-189 REHABILITATION

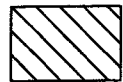
APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

FILL AREA = 0.790 AC.
FILL QUANTITY = 6,750 C.Y.
THIS SHEET

DATE: 11-14-02 SHEET 3 OF 5

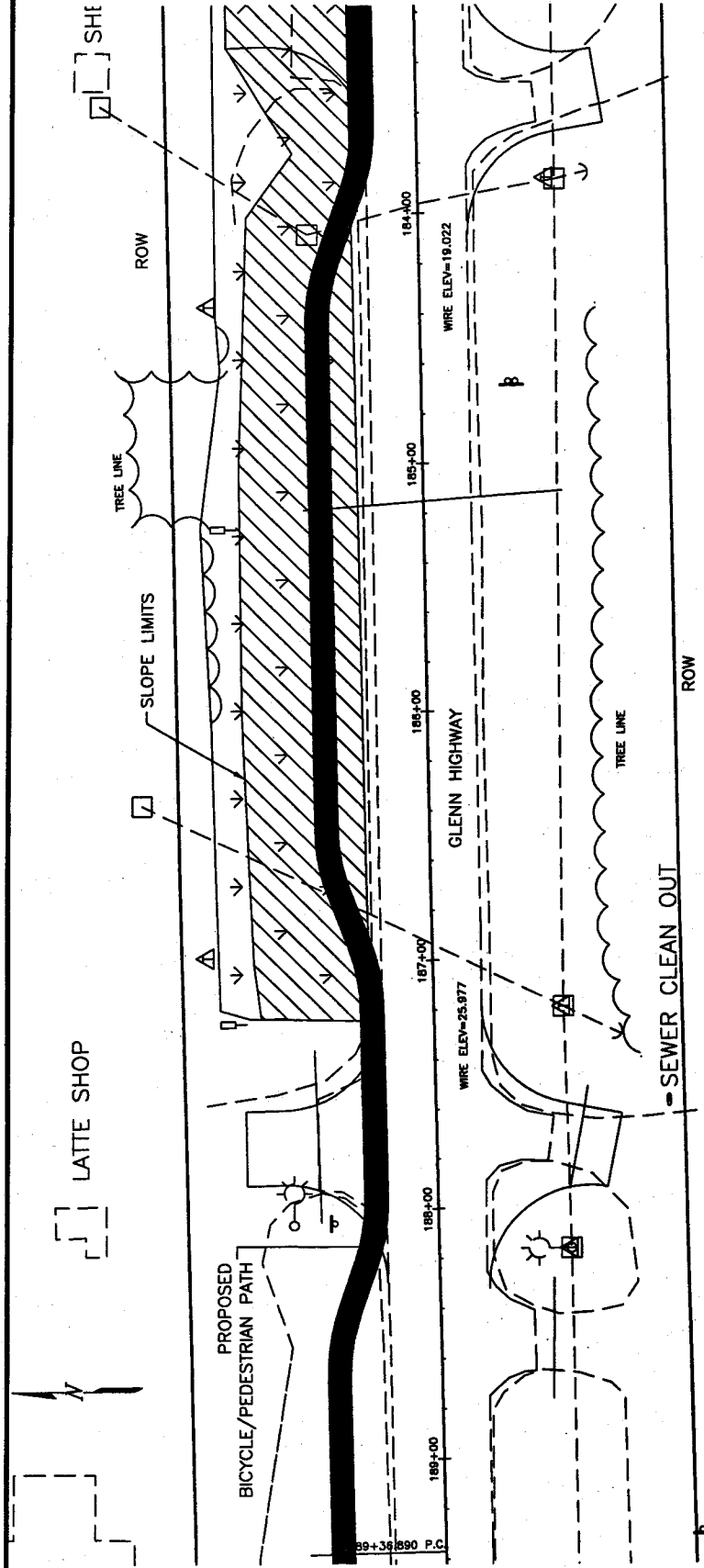


WETLANDS



FILL AREA OF IMPACT

ED
ROW



LATTE SHOP

SEWER CLEAN OUT

SEWER CLEAN OUT

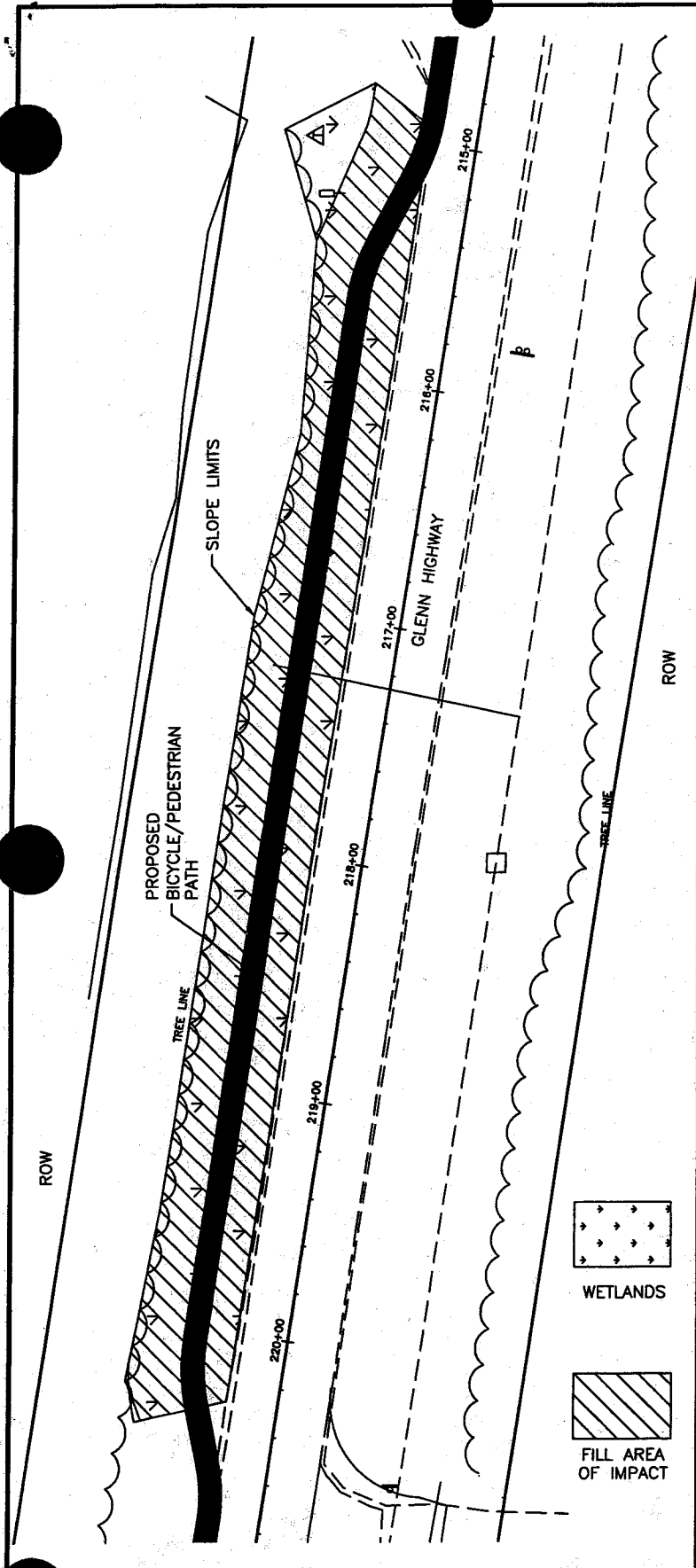
SEWER CLEAN OUT

GLENN HIGHWAY MP173-189 REHABILITATION

APPLICATION BY:
ALASKA STATE DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

FILL AREA = 1.011 AC.
FILL QUANTITY = 12,750 C.Y.
THIS SHEET

DATE: 11-14-02 SHEET 4 OF 5

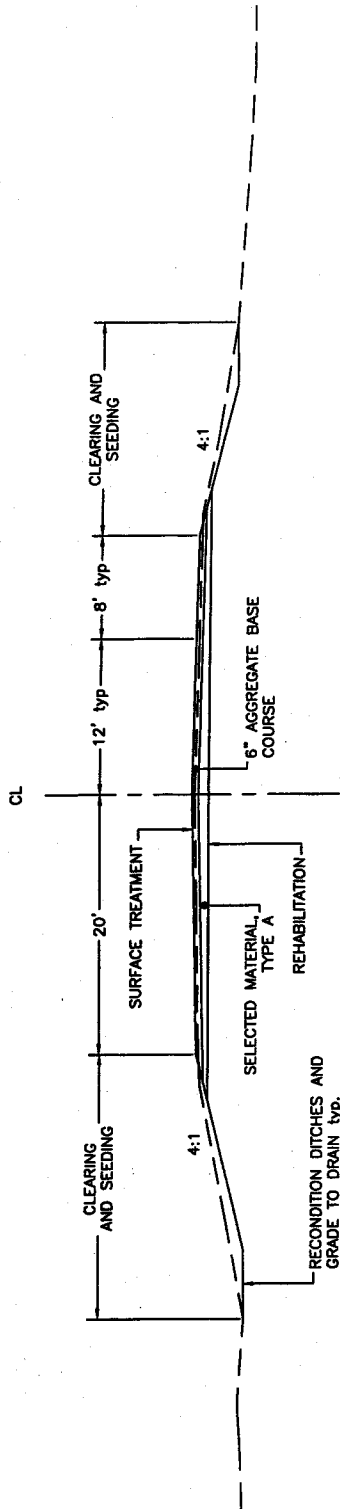


FILL AREA = 0.484 AC.
 FILL QUANTITY = 17,100 C.Y.
 THIS SHEET

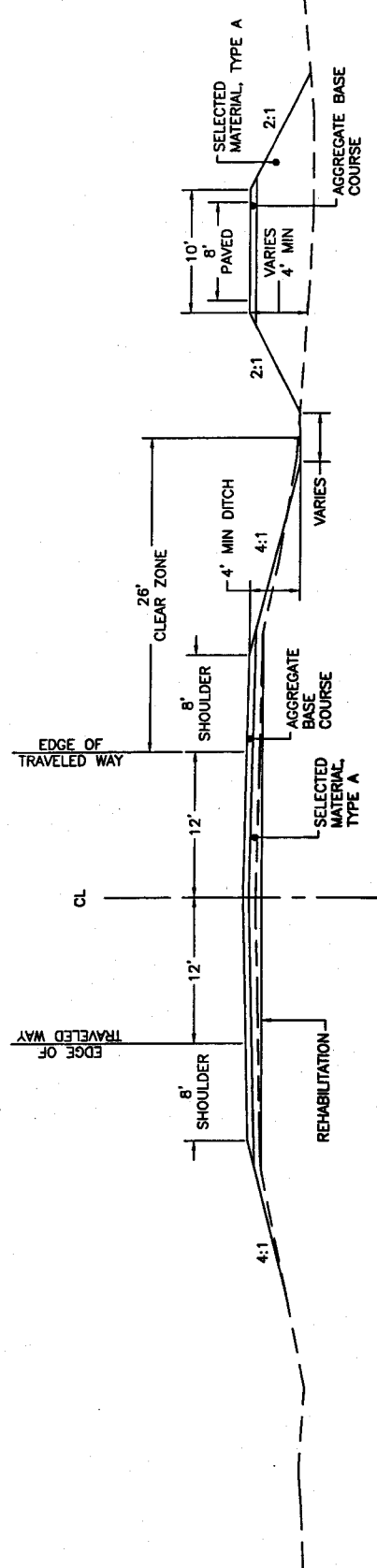
GLENN HIGHWAY MP173-189 REHABILITATION

APPLICATION BY:
 ALASKA STATE DEPT. of TRANSPORTATION
 & PUBLIC FACILITIES
 STATEWIDE DESIGN & ENGINEERING
 SERVICES DIVISION

DATE: 11-14-02 SHEET 5 OF 5



GLENN HIGHWAY TYPICAL II
MOOSE CREEK TO TOLSONA CREEK



GLENN HIGHWAY TYPICAL I
MILE 189 TO MOOSE CREEK

GLENN HIGHWAY
MP173-189 REHABILITATION

APPLICATION BY:
STATE OF ALASKA
DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
NORTHERN REGION DESIGN & ENGINEERING

DATE: 11-14-02

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DESIGN & ENGINEERING SERVICES DIVISION, NORTHERN REGION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-5386
TDD: (907) 451-2363
FAX: (907) 451-5126
EMail: colleen_ackiss@dot.state.ak.us

June 10, 2003

Glenn Highway, Milepost 172-189
Resurfacing and Bicycle Path
Project No. 60922

The Department of Transportation and Public Facilities (DOT&PF) wants to update you on the progress of the Glenn Highway, Milepost 172-189 Resurfacing and Bike Path project. DOT&PF has been conducting the preliminary design and environmental analysis. The public input we received was used to develop alternatives for this project. The preferred alternative includes the following features:

- Provide a bike/pedestrian path from the Richardson Highway to Moose Creek on the North side of the Glenn Highway.
- Provide a bike path from the Glenn Highway along the west side of Aurora Drive to the Glennallen School Complex.
- Resurface, rehabilitate, and restore the structural integrity and extend the service life of the roadway between Mileposts 172 and 189.
- Replace the Tolsona Creek Bridge at Milepost 172.

A drawing illustrating the bike path along Aurora Drive is shown on the next page.

Preliminary design and environmental activities

Time Line

- ☒ Analyze public comments.
- ☒ Develop a range of project alternatives.
- ☒ Identify environmental consequences of project alternatives.
- ☒ Recommend preferred alternative.

- Obtain federal approval to advance to final design

Summer 2003

Develop final design phase

- Develop plans, specifications and cost estimate
- Develop utility agreements and permits.
- Obtain federal approval for construction of the project.

Summer/Fall 2003

Fall/Winter 2003

Spring 2004

Construct project

- Advertise project for bid.
- Build the path, resurface the highway, replace the bridge.

Mid Summer 2004

Late Summer 2004 -

Fall 2005

For more information contact:

Colleen M. Ackiss, P.E., Design Engineer

2301 Peger Road, Fairbanks, Alaska 99709-5399

Email: colleen_ackiss@dot.state.ak.us



SCHOOL PATH QUANTITIES:

TOTAL FILL = 3920 CY
TOTAL CUT = 185 CY

**GLENN HIGHWAY
MP173-189 REHABILITATION**

APPLICATION BY:
STATE of ALASKA DEPT. of TRANSPORTATION
& PUBLIC FACILITIES
NORTHERN REGION DESIGN & ENGINEERING

Glenn Highway, Milepost 172-189 (Aurora Drive)
Aurora Drive Property Owners & Mailing Address List
6/9/03

Holy Family Parish
Glennallen Archdiocese Anchorage
225 Cordova Street
Anchorage, AK 99501

Dusty Knighten
P. O. Box 574
Glennallen, AK 99588

Mr. Jesse S. Mossgrove II
P. O. Box 11
Glennallen, AK 99588

Mr. James F. Palin
3362 Naomi Drive
Wasilla, AK 99654

Mr. Rhynell H. Pratt
P. O. Box 736
Glennallen, AK 99588

Lynn C. Sandvik
HC4 Box 7480-2
Palmer, AK 99645

Ms. Charlotte Stumpf
P. O. Box 355
Glennallen, AK 99588

Mr. Rolando C. Vasquez
P. O. Box 574
Glennallen, AK 99588

Mr. Paul White
230 S. Franklin St., Apt. 508
Juneau, AK 99801

GLENN HIGHWAY MP 174-189 REHABILITATION

Project Description

This project will

- Rehabilitate 16 miles of the Glenn Highway from MP 173 near Tolsona Creek to the Richardson Highway Junction at MP 189 (JCT)
- Replace the Tolsona Creek Bridge (#552) at CDS mile 163.958
- Construct a bicycle/pedestrian path from Moose Creek east to the JCT.

Scope of Work

Rehabilitation of the existing roadway shall consist of recondition on average one foot of the existing roadway, leveling with selected material, placing new base course, and resurfacing. Depth of removal depends on the condition of existing roadway materials and minor horizontal/vertical realignments to re-establish the original alignment and grade. Approaches shall be brought up to current design standards and ditches shall be reconditioned. Ditch reconditioning consists of shaping and dressing backslopes to restore positive drainage. Culverts shall be cleaned, extended or replaced as required.

The Tolsona Creek Bridge will be replaced. The existing bridge is 82 feet long and 45 feet wide. It will be replaced with a 116-foot long, 43-foot wide bridge on the existing horizontal alignment. A minor vertical alignment change of approximately ½ foot is required to match the new bridge grade. Additional work at the bridge will include guardrail and sign replacement.

A bicycle/pedestrian path will be constructed on the north side of the Glenn Highway from the Richardson Highway Junction to Moose Creek. This will be a separated path except where it crosses roadway intersections and commercial approaches. A pathway extension will be constructed to connect the proposed path along the Glenn Highway with the Glennallen school complex at the end of Aurora Drive. It will be attached to the west side of Aurora drive from the intersection with the highway to the intersection with North First Avenue and Burma Street, approximately 1000 feet. At the point the path will separate from the roadway alignment following an existing trail for approximately 1000 feet. Also at this location there is a 4-foot diameter culvert extending under the existing path and road to the school. This culvert will be extended as required to maintain existing conditions.

Wetlands

The following areas have been identified as wetlands within the project limits. This list consists of only those areas on the north side of the highway where construction impacts

may occur. Project stationing runs from east to west beginning at the intersection of the Glenn and Richardson Highways (JCT) with station "O"100+00.

- Ditch section beginning at "O"105+72.5 approximately 500 feet west of the JCT and ending at "O"127+73.0 the Glennallen Community Chapel, approximately 2,200 feet.
- Ditch section between the residential approach at "O"165+82.4 and the east approach for the Hitching Post at "O"168+25.8, approximately 250 feet.
- Ditch section between the west approach for the Hitching Post at "O"171+15 and the intersection for Aspen Street at "O"187+74, approximately 1,650 feet.
- Ditch section between the intersection of Sanford Drive at "O"214+78.2 and the BLM approach at "O"220+41.2, approximately 550 feet.

Work in these areas will include ditch reconditioning, culvert extensions and cleaning, pedestrian/bike path construction, and slope seeding.

The path will be separated from the road between intersections and commercial approaches with the exception of the some sections where safety considerations, high embankment fill or difficult drainage conditions require that it be attached to the shoulder of the road. Cross culverts will be installed in the separated path sections where conditions merit it.

Highway culvert work is as follows:

"O"106+00 - extend 20'	"O"185+15 - extend 30'
"O"109+60 - extend 35'	"O"217+26 - extend 40'
"O"166+71 - extend 20'	"O"243+23 and "O" 243+49 Moose
"O"177+51 - replace	Creek - replace

Culverts at "O"177+51, "O"243+23, and "O"243+49 will be constructed to provide fish passage and may experience some in-stream impacts during construction. Typical work will include construction of inlet aprons, outlet energy dissipating/resting pools, and placing channel grade control weirs as required. Additional work could include grading the existing channel reestablishing the natural stream gradient.

Approach reconstruction includes widening, providing approach landings, reducing approach grades, installing or extending approach culverts, and clearing for site distance. Four residential and 7 commercial approaches will be reconstructed including extending 4 culverts and moving 3 culverts.

Bridge replacement includes excavation of the existing approach roadway embankment at both the existing abutments for construction of the new abutments and for placement riprap.

The following table provides estimated fill quantities in identified wetland areas:

Work	Excavation (y ³)	Fill (y ³)	Footprint Area (acre)
Bridge Replacement	2100	1900	0.25
Culverts	300	2500	0.33
Bicycle/pedestrian path and 3R		12550	3.60
Traffic control (temporary bridge)		120	0.13
Total	2400	17070	4.31

Total area of fill is 4.31 acres and fill volume is 17,070 cubic yards

Four utility poles and 3 signs will be relocated north of the path on average 20 feet.

Bruce FYI

The following culverts require CORPS permits:

"O"177+51

"O"185+15

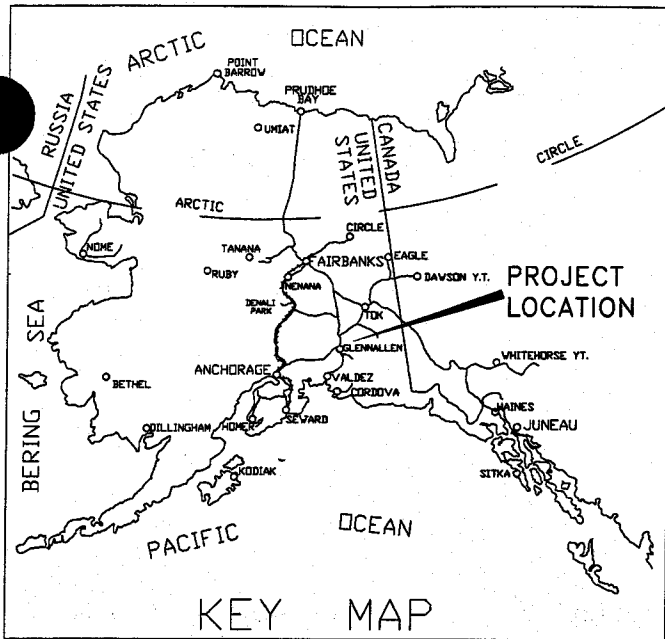
"O"217+26

"O"243+23 and "O" 243+49 Moose Creek

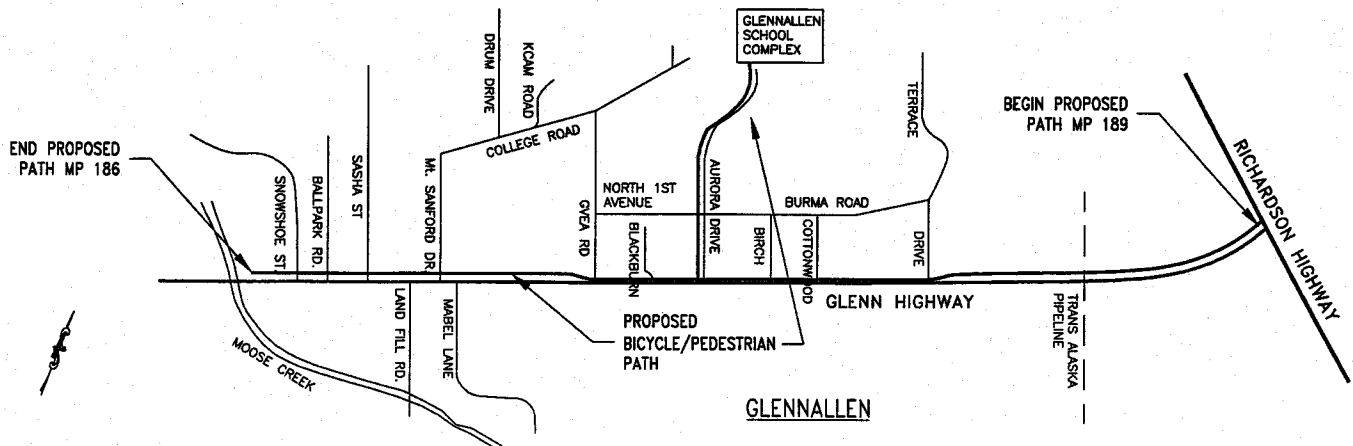
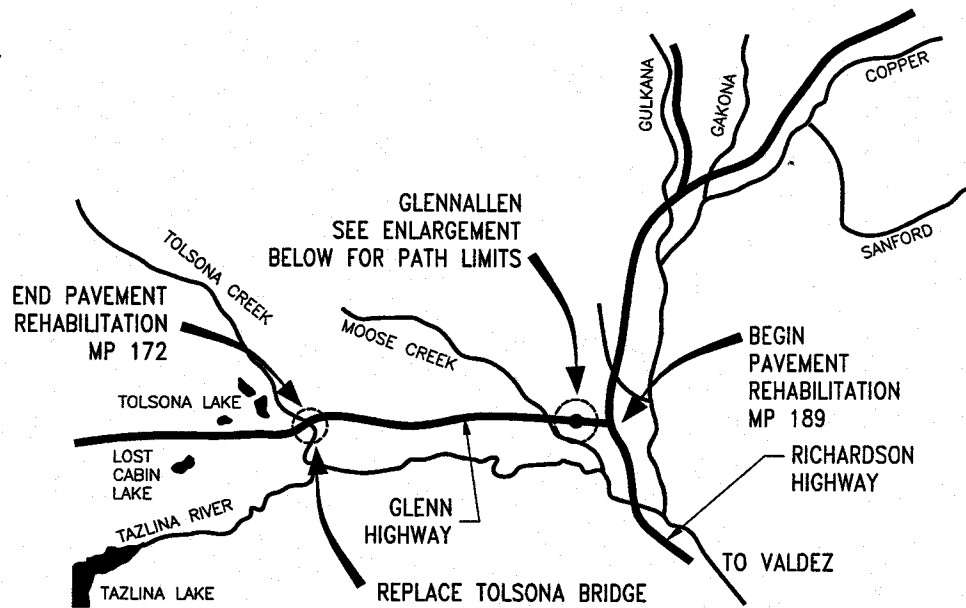
"O"899+37

4-foot diameter culvert on Aurora Drive

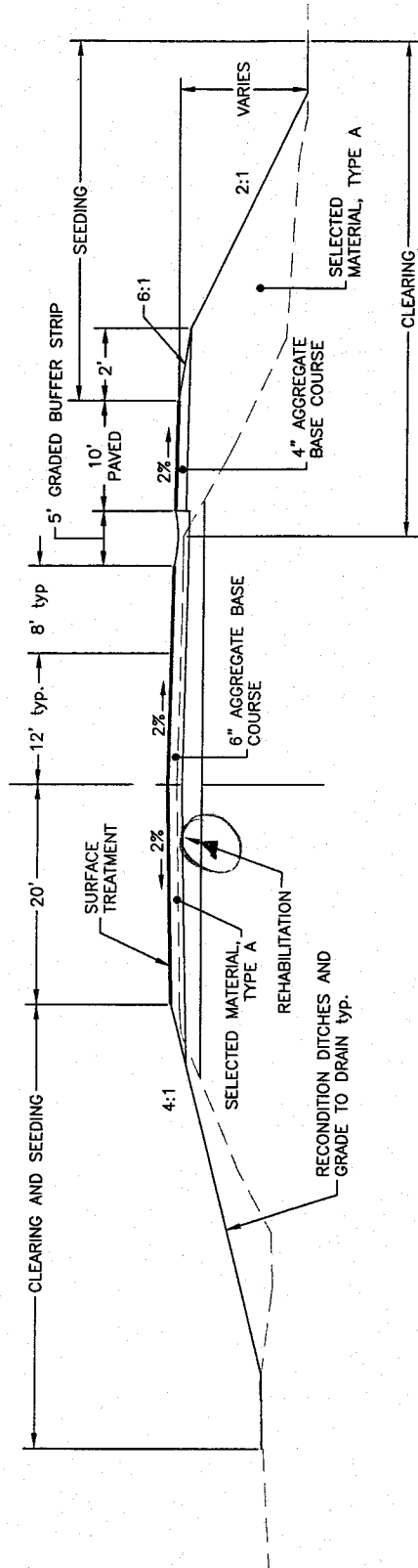
GLENN HIGHWAY MP 172 - 189 REHABILITATION LOCATION & VICINITY MAPS 60922/IM-TEA-0A1-4(6)



KEY MAP

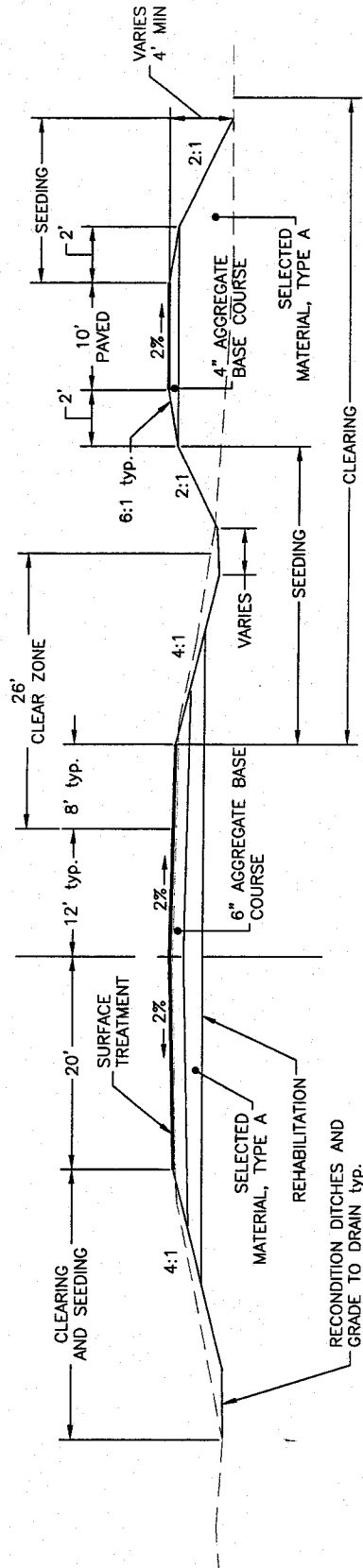


CL



GLENN HIGHWAY TYPICAL I REHABILITATION WITH ATTACHED
BICYCLE/PEDESTRIAN PATH
APPROX. STATION "O"100+00 TO "O"105+20, INTERSECTIONS,
AND COMMERCIAL APPROACHES

CL



GLENN HIGHWAY TYPICAL II REHABILITATION WITH
SEPARATED BICYCLE/PEDESTRIAN PATH
APPROX. STATION "O"105+20 TO "O"242+60

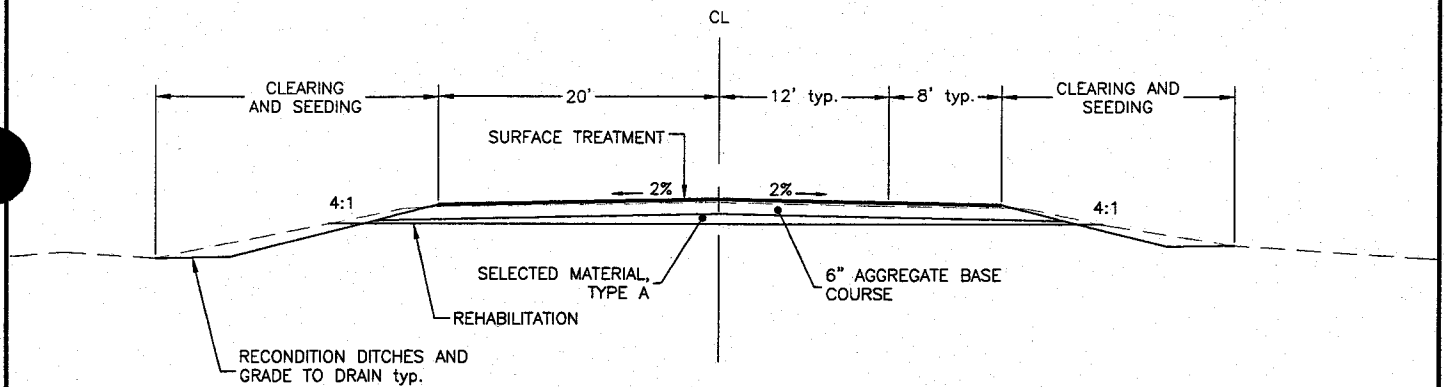
NOT TO SCALE

GLENN HIGHWAY MP172-189 REHABILITATION

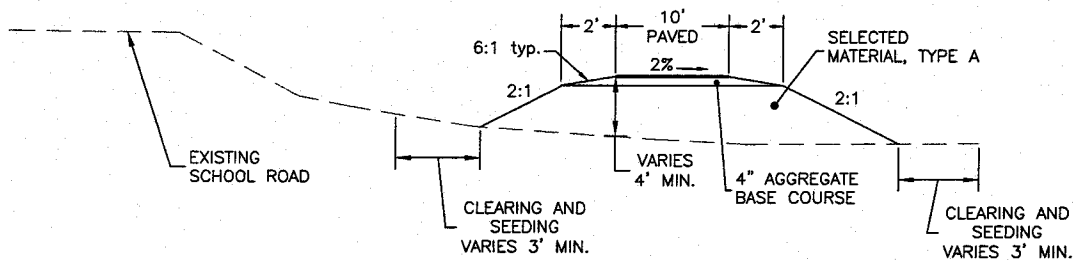
APPLICATION BY:
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STATEWIDE DESIGN & ENGINEERING
SERVICES DIVISION

TYPICAL SECTIONS

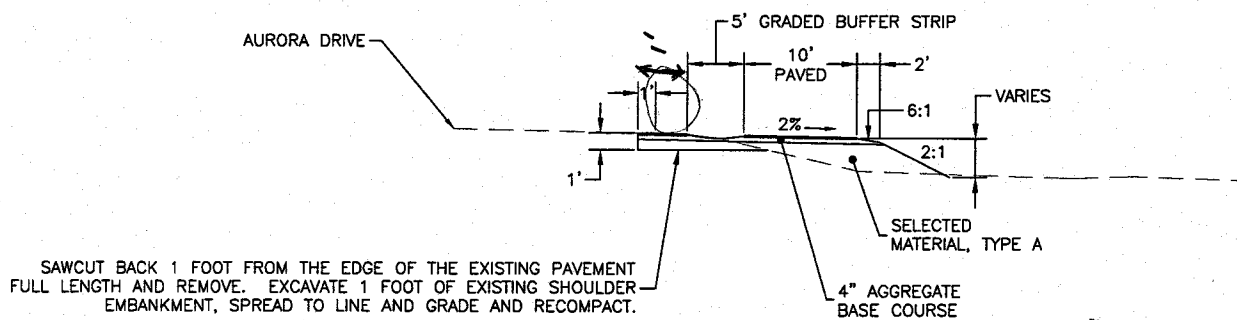
DATE: 05/22/03 SHEET 1 OF 2



GLENN HIGHWAY TYPICAL III REHABILITATION
APPROX. STATION "O"242+60 TO "O"1012+60



AURORA DRIVE TYPICAL II SEPARATED BICYCLE/PEDESTRIAN PATH
APPROX. STATION "A"18+30 TO "A"31+90



AURORA DRIVE TYPICAL I ATTACHED BICYCLE/PEDESTRIAN PATH
APPROX. STATIONS "A"10+00 TO "A"18+30

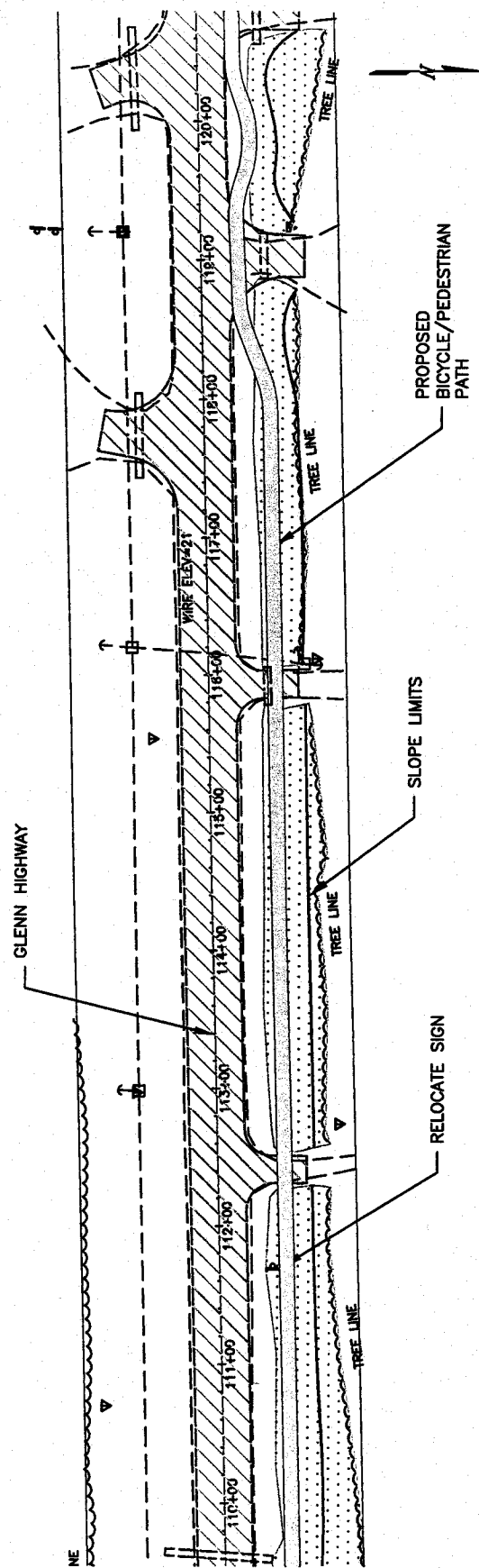
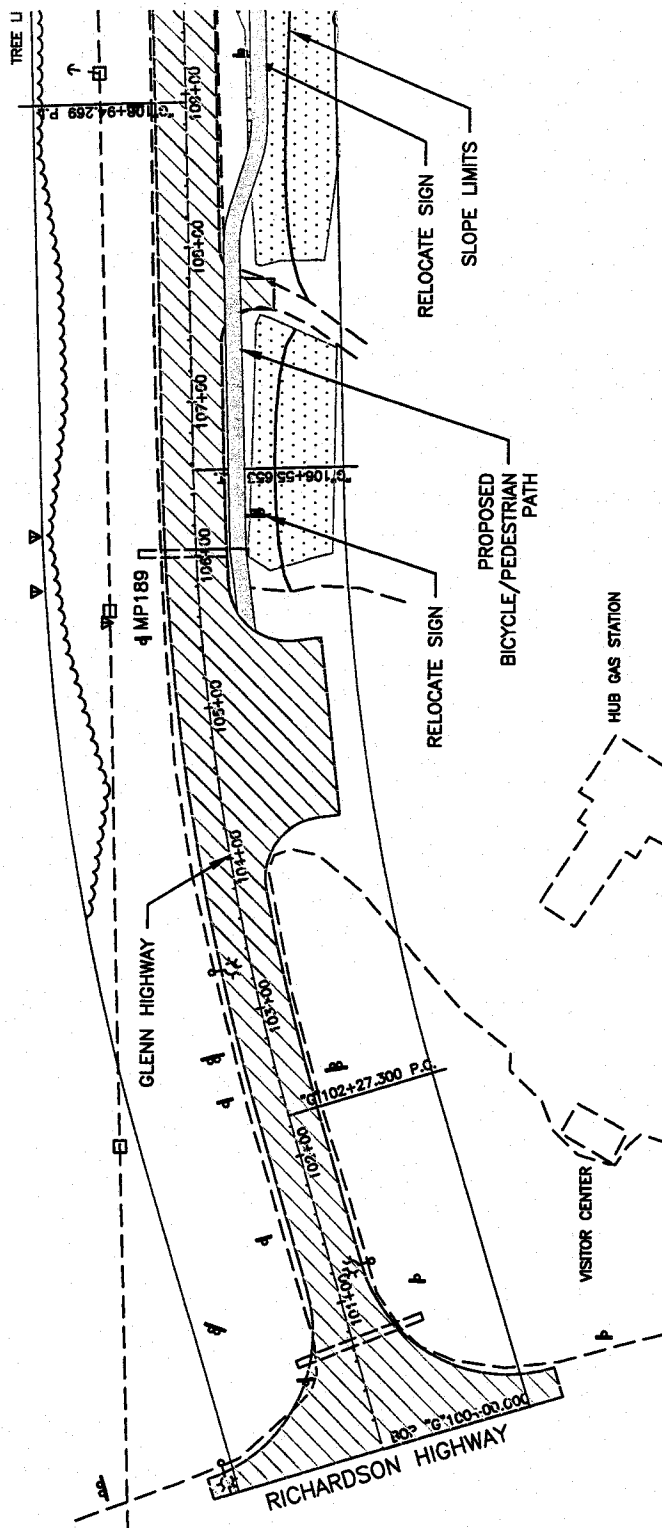
**GLENN HIGHWAY
MP172-189 REHABILITATION**

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TYPICAL SECTIONS

NOT TO SCALE

DATE: 05/22/03 SHEET 2 OF 2



KEY:



WETLANDS



ROAD
REHABILITATION



BICYCLE/PEDESTRIAN
PATH

NOT TO SCALE

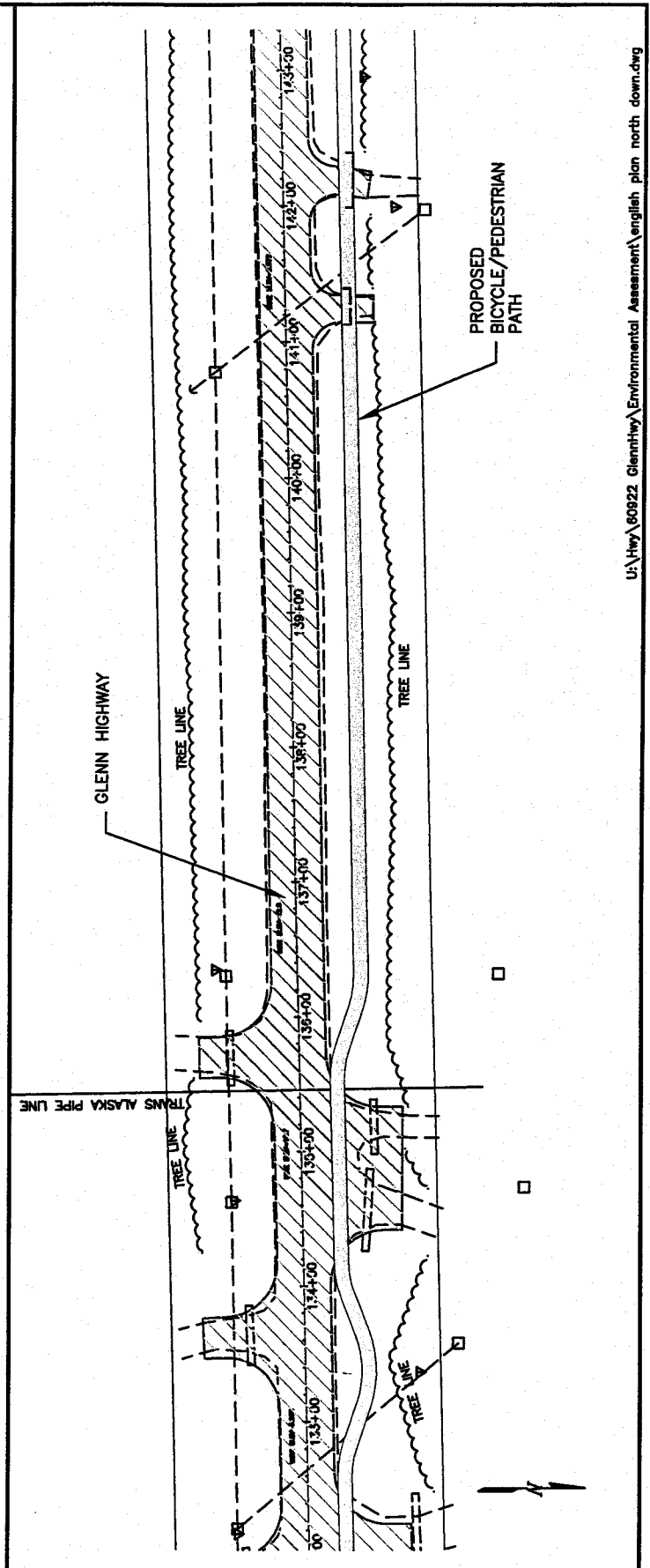
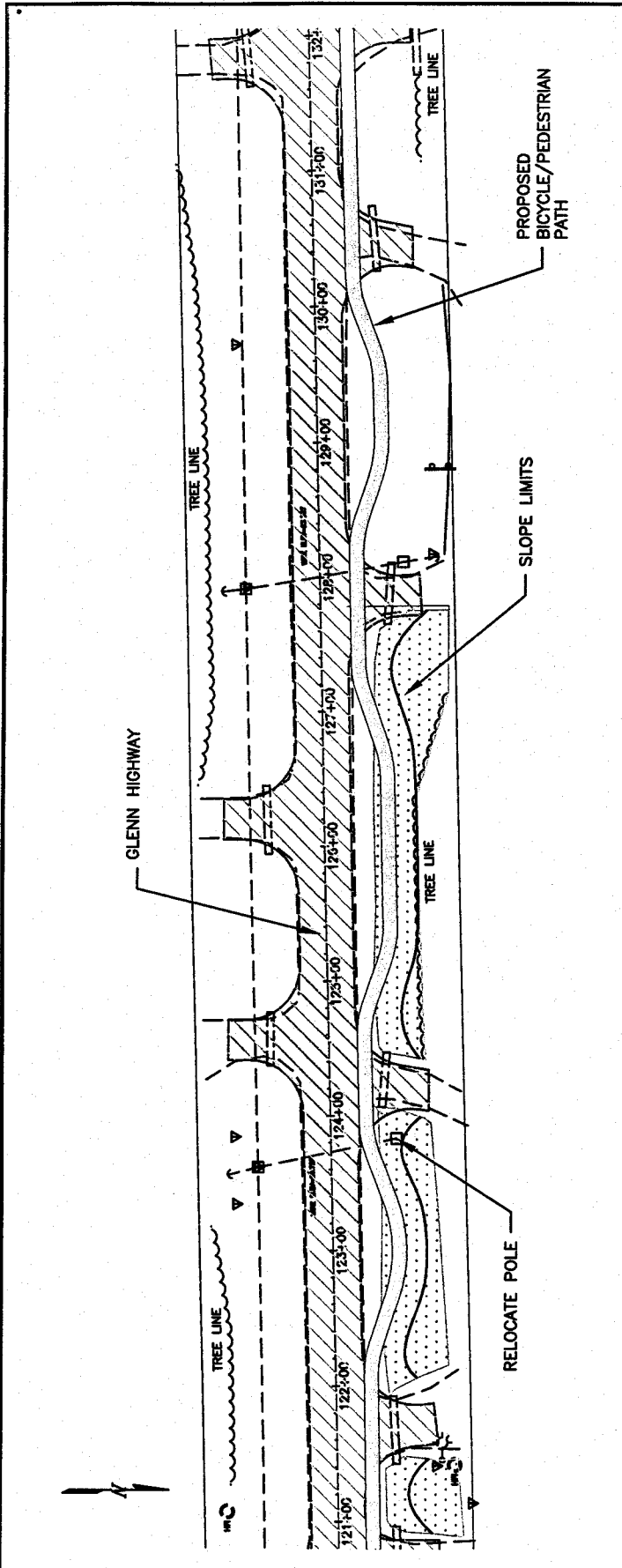
GLENN HIGHWAY MP172-189 REHABILITATION

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SERVICES DIVISION

WETLAND IMPACT QUANTITIES
PROJECT TOTALS:
FILL AREA = 3.60 AC.
FILL QUANTITY = 12,550 C.Y.

SHEET TOTALS:
FILL AREA = 1.39 AC.
FILL QUANTITY = 3950 C.Y.

DATE: 05/09/03 SHEET 1 OF 7



KEY:



WETLANDS



ROAD REHABILITATION



BICYCLE/PEDESTRIAN PATH

NOT TO SCALE

GLENN HIGHWAY MP172-189 REHABILITATION

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SERVICES DIVISION

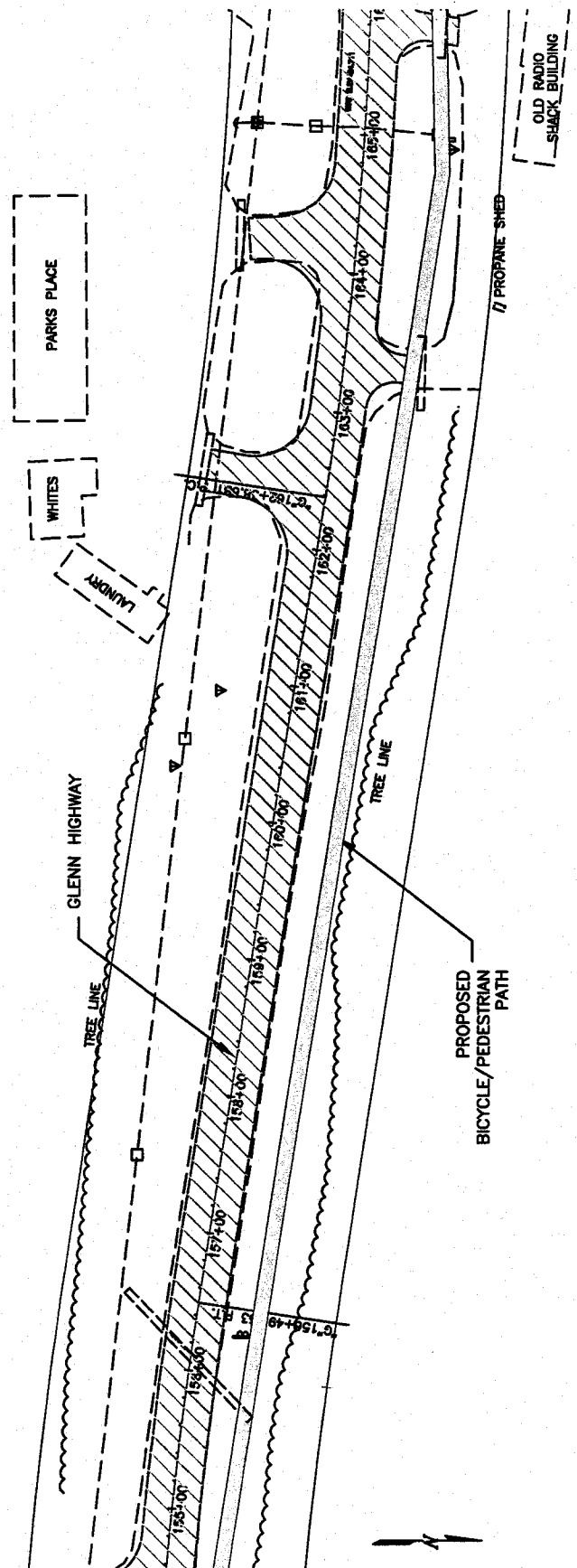
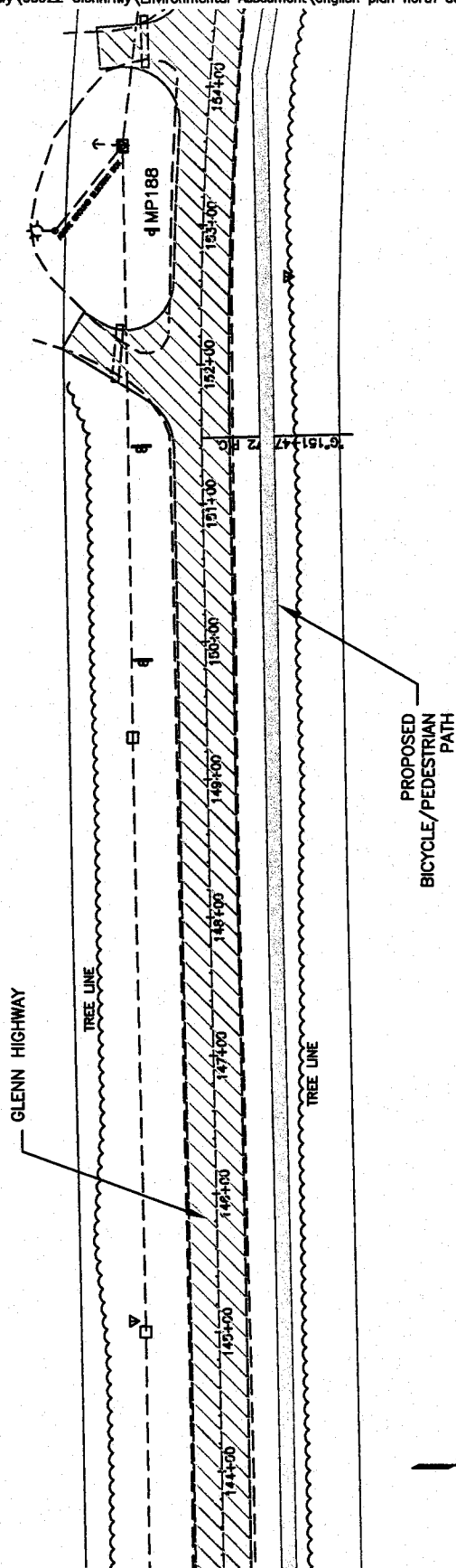
WETLAND IMPACT QUANTITIES

SHEET TOTALS:

FILL AREA = 0.56 AC.

FILL QUANTITY = 1800 C.Y.

DATE: 05/09/03 SHEET 2 OF 7



KEY:



WETLANDS



ROAD REHABILITATION



BICYCLE/PEDESTRIAN PATH

NOT TO SCALE

GLENN HIGHWAY MP172-189 REHABILITATION

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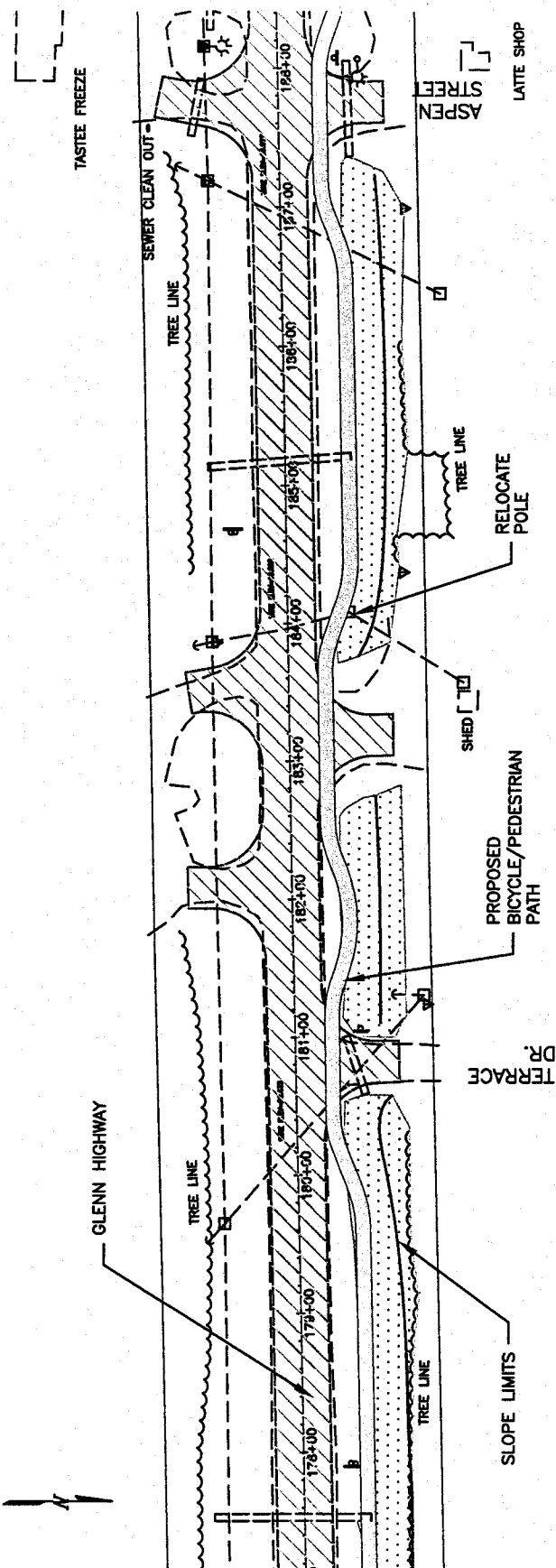
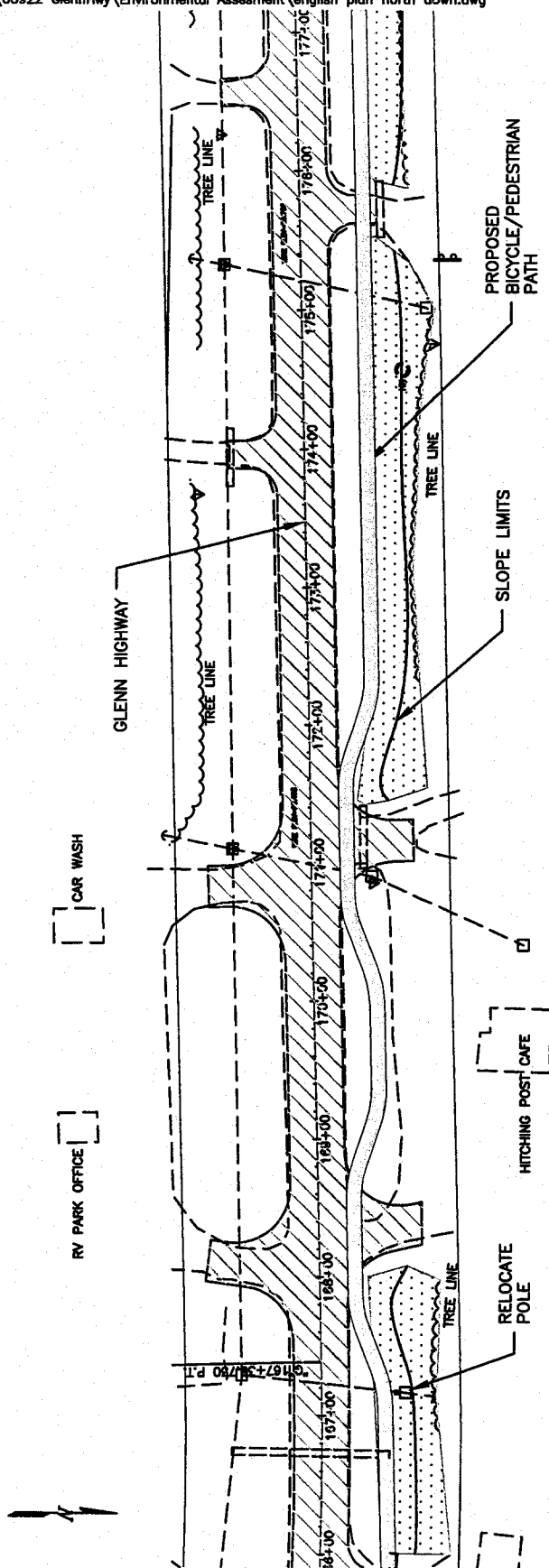
WETLAND IMPACT QUANTITIES

SHEET TOTALS:

FILL AREA = 0 AC.

FILL QUANTITY = 0 C.Y.

DATE: 05/09/03 SHEET 3 OF 7



KEY:



WETLANDS



ROAD REHABILITATION



BICYCLE/PEDESTRIAN PATH

NOT TO SCALE

GLENN HIGHWAY MP172-189 REHABILITATION

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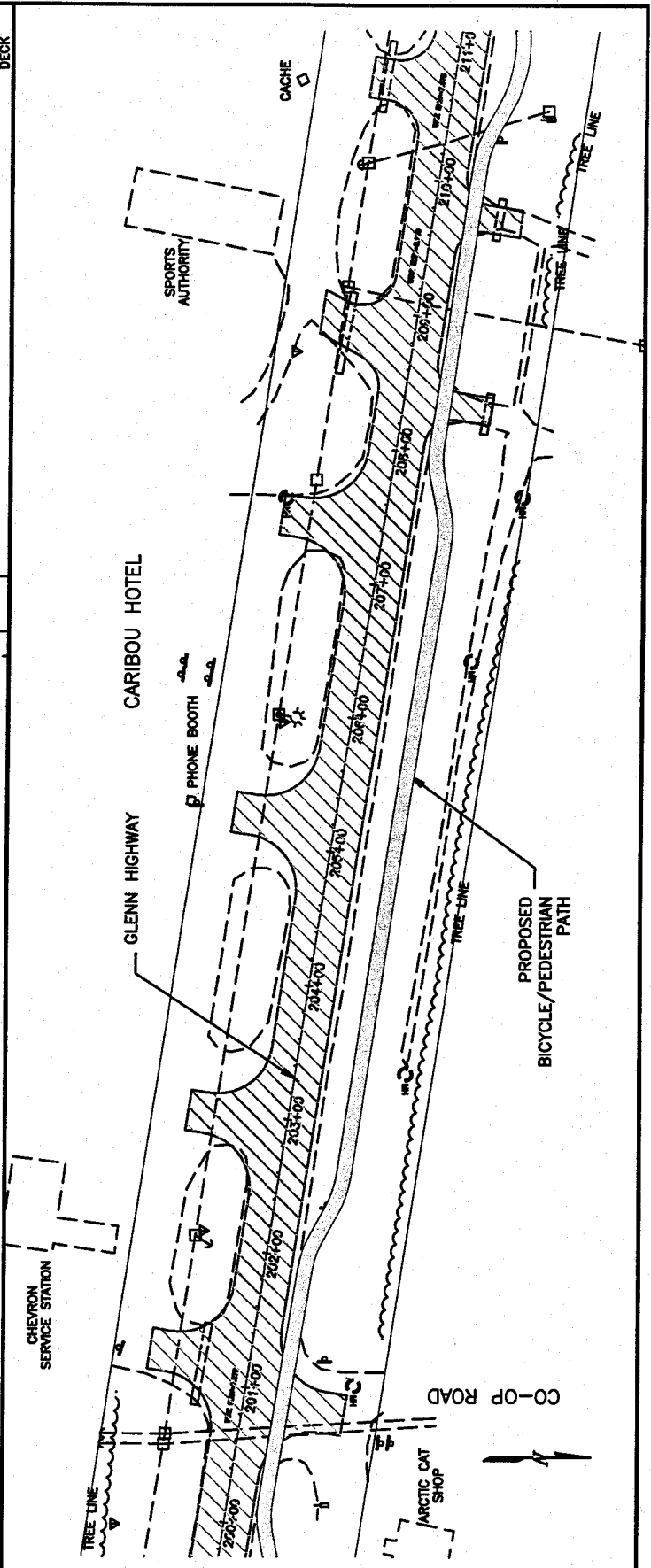
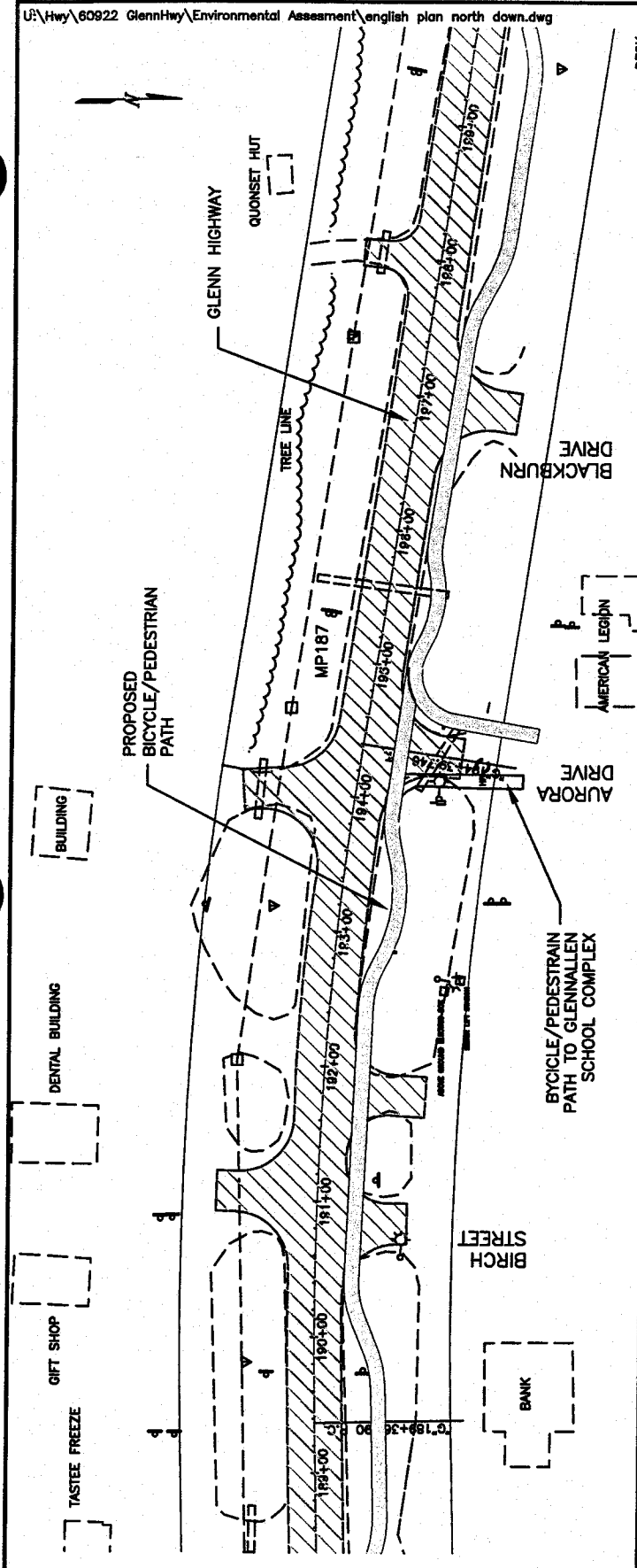
WETLAND IMPACT QUANTITIES

SHEET TOTALS:

FILL AREA = 1.36 AC.

FILL QUANTITY = 4850 C.Y.

DATE: 05/09/03 SHEET 4 OF 7



KEY:



WETLANDS



ROAD REHABILITATION



BICYCLE/PEDESTRIAN PATH

NOT TO SCALE

GLENN HIGHWAY MP172-189 REHABILITATION

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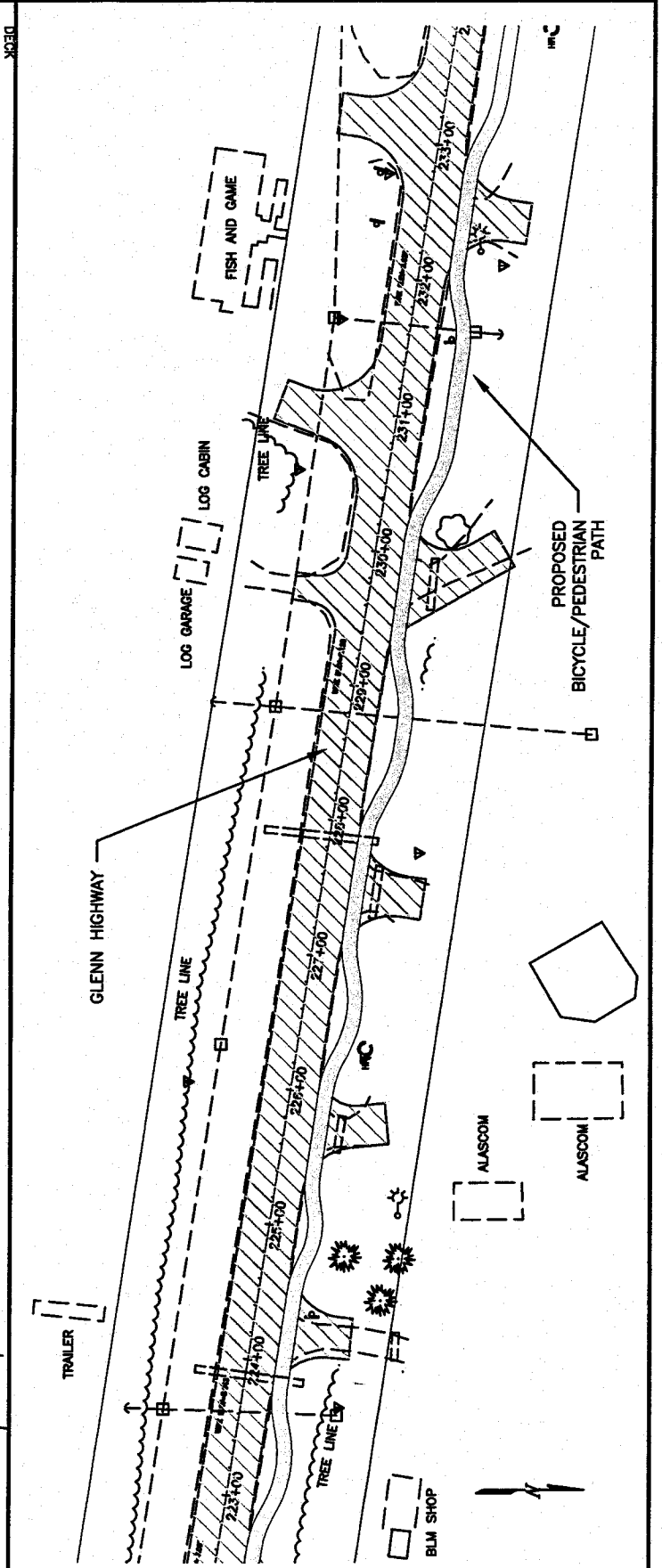
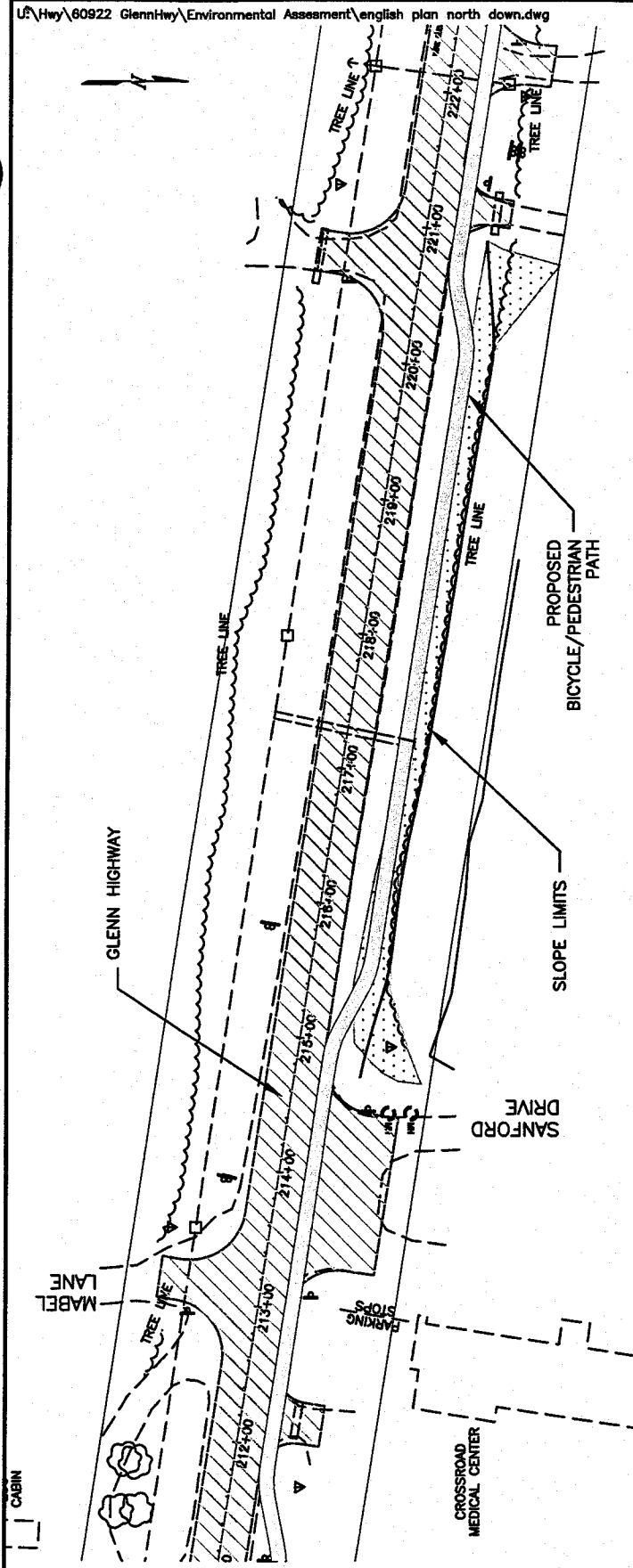
WETLAND IMPACT QUANTITIES

SHEET TOTALS:

FILL AREA = 0 AC.

FILL QUANTITY = 0 C.Y.

DATE: 05/09/03 SHEET 5 OF 7



KEY:



WETLANDS



ROAD REHABILITATION



BICYCLE/PEDESTRIAN PATH

NOT TO SCALE

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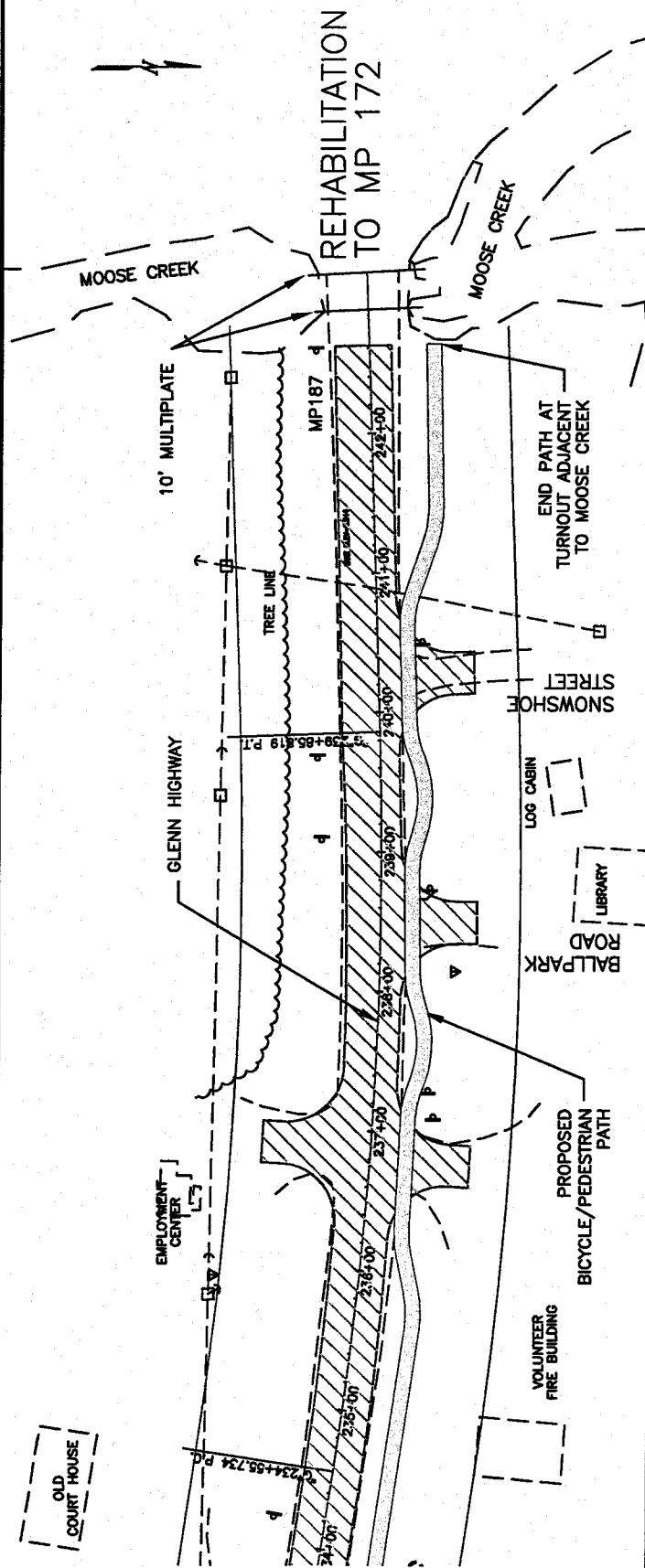
WETLAND IMPACT QUANTITIES

SHEET TOTALS:

FILL AREA = 0.29 AC.

FILL QUANTITY = 1950 C.Y.

DATE: 05/09/03 SHEET 6 OF 7



KEY:



WETLANDS



ROAD REHABILITATION



BICYCLE/PEDESTRIAN PATH

NOT TO SCALE

GLENN HIGHWAY MP172-189 REHABILITATION

APPLICATION BY:
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SERVICES DIVISION

WETLAND IMPACT QUANTITIES

SHEET TOTALS:

FILL AREA = 0 AC.

FILL QUANTITY = 0 C.Y.

DATE: 05/09/03 SHEET 7 OF 7